

THE CELEBRATED
BLAZZ
MILWAUKEE
BEER
In cases of 10 dozen
Pints, \$28.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

THE
KING OF SCOTCH
WHISKIES
KING EDWARD VII.
LIQUEUR GOLD LABEL
\$21.00 Per Dozen.
KING EDWARD VII.
SPECIAL WHITE LABEL
\$15.50 Per Dozen.
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

No. 14,750. 號十五百七千四萬一第 日六十月六年五十三緒光 HONGKONG, TUESDAY, JULY 18TH, 1905. 式拜禮 號八十月七年五零百九千一英倫香 PRICE, \$3 PER MONTH.

E BLEND
VERY OLD LIQUEUR
SCOTCH
WHISKY.

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. [a1342]

CUTLER, PALMER
& CO.'S

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to
SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net or Factory.
\$2.70 per bag 250 lbs. net or Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

NOTICE.
GEO. FENWICK & CO., LD., Engineers,
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE BROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

THE AMERICAN SYSTEM
OF
DENTISTRY
Dr. M. H. CHAU.
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. 61

COLD STORAGE.
THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
WM. FARLANE, Manager.
Hongkong, 18th November, 1901. [55]

RUINAUT FERE & FILS, REIMS.
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1905. [1221]

PURE FRESH WATER.
THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 14th June, 1905. [1433]

REWARD OF \$5,000.

OFFERED by the undersigned for the
Arrest and Conviction of any person or
persons who are in the habit of SMUGGLING
large quantities of Opium into this Colony.
CHIN YOO HENG CO.,
Opium Farmers. [1478]

SIEN TING.
SURGEON DENTIST.
No. 10, DAQUILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

DR. MORSE'S INDIAN ROOT PILLS
CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERRILLS FORD, N. C.
July 3, 1903.
W. H. COMSTOCK CO.
Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
after several other popular remedies failed. I consider them worth their weight in gold.
Very truly,
D. E. WILSON.

WATKINS, LIMITED,
CHEMISTS AND DRUGGISTS,
AND
ASPERATED WATER MANUFACTURERS.
APOTHECARIES HALL, HONGKONG. [a38]

SUMMER DRINKS.
HOCKS, WHITE WINES
AND
SAUMUR WINES
MIX EXCELLENTLY WITH AQUARIUS WATER.
Telephone No. 75.
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL. [a37]

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1816.

BRANDY	****	Per Case.	\$22.50
"	***		20.00
"	**		16.75
WHISKY, PALL MALL	-		20.00
" JOHN WALKER & SONS'			
OLD HIGHLAND	-		12.50
" C. P. & CO.'S SPECIAL			
BLEND	-		10.50
PORT WINE, INVALIDS	-		20.00
" DOURO	-		13.75
SHERRY, AMOROSO	-		20.00
" LA TORRE	-		16.00
BENEDICTINE, D.O.M.	-		40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS. [a54]

THE
LAHMEYER ELECTRICAL CO., LD.,
LONDON
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

PHOTO SUPPLIES
DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
RETURN
UNDERTAKEN.

UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS
LONG, HING & CO.,
PHOTO GOODS STORE,
17, QUEEN'S ROAD CENTRAL.
Premises formerly occupied by Mr. F. BLUSCK, Silk Lace Manufacturer,
NEXT DOOR to our Former Address.
Hongkong, 16th August, 1904. [a39]

KOWLOON HOTEL.
KOWLOON.
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.
BILLIARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 138

JAPAN  COALS.
MITSUI BUSSAN KAISHA
MITSUI & CO.
HEAD OFFICE: 1, SUWASA-CHO, TOKYO.
LONDON BRANCH: 34, LINN STREET, E.C.
HONGKONG BRANCH: FAIRBANKS BUILDINGS, ICE HOUSE STREET.
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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chosoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Saepho, Malacca, Mito, Hakodate, Taipeh, &c.
Telegraphic Address "MITSUI" (A.B.C. and A.I. Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinaka, Mameda, Mannoura, Onoura Otanji,
Sasahara Tsubokuro, Yoshinotani, Yoshio, Yunkobaru, and other Coals.
S. MINAMI, Manager, Hongkong.

PEERLESS SCOTS WHISKIES
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "It comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
1298

LANE, CRAWFORD & CO.
REFRIGERATORS
FOR DOMESTIC PURPOSES
SPECIALLY MADE FOR THIS CLIMATE
SOLID TEAKWOOD THROUGHOUT
PERFECT INSULATION
\$70.00 EACH
GEM ICE CREAM FREEZERS.
2 4 6 8 quart.
\$6.50 \$10.50 \$12.50 \$16.50
ELECTRO-PLATED ICE BUCKETS FROM \$10.00 EACH.
ELECTRO-PLATED ICE TONGS, PICKS, &c., &c., &c.

LANE, CRAWFORD & CO.
Hongkong, 13th July, 1905. [a36]

A. TACK & CO.,
26, DES VŒUX ROAD CENTRAL, HONGKONG.
FURNITURE, CROCKERY, GLASS & PLATED WARE.
JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced. [a46]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
Academy Pictures Volume ... \$5.80
Strand Magazine; Volume 29 ... 5.00
How to use a Camera ... 0.90
Lucie and I, by Cookran ... 1.75
The Storm of London, by Dickbery ... 0.80
The Jacks, by Kernahan ... 1.75
Engineer's Turning, by Horner ... 7.50
The Earl of Elgin, by Geo. M. Wrong ... 3.90
The Malay Archipelago, by Wallace ... 6.50
From Tokio to Tientsin, "Uncensored"
Letters from the War ... 4.50
Text Book of Mechanical Engineering,
by Linschum ... 10.50
Perfect Health, by One Who Has It ... 1.50
How We Recovered the Ashes (Cricket),
by Warner ... 0.80
Courses of Study, by J. M. Robertson ... 5.90
Variation of Animal Plants, by Darwin;
2 Vols. ... 4.40
Brassley's Naval Annual ... \$13.00
McMillan's Atlas of China and Japan ... 1.00
Wood's Natural History, Mammalia Birds,
Reptiles, Fishes, Insects, &c.; 3 Vols. 24.00
Wood's Natural History of Man; 2 Vols. 17.00
The Marquess's Eye, by Bradby ... 1.75
Caissell's History of England in Parts,
1 to 17 Ready; each ... 0.55
Caissell's Academy Pictures; 4 Parts ... 3.60
Pearson's Magazine, Strand, Royal
Harper's Nautical Magazine, &c. (June).
Delineator, Weldon's Journal (July).
Class Register of Instruction and Individual
Progress, Compiled by W. H. Williams,
Now Ready. [a35]

CHUN SENG.
No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1299]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH
E. LEYS, SCHULTZ'S, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 88SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 28th November, 1902. 100

SUN FAT & CO.
MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,
EMBROIDERIES, LACK, SILK, PONGEES,
GRASS LINEN, SHAWLS, HANDKERCHES,
BLANKETS, TRUNKS,
LADY FURNITURE AND FANCY GOODS
No. 82, QUEEN'S ROAD CENTRAL,
Any Order Promptly Attended To
Hongkong, 12th January, 1905.

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES,
Acting Manager. [a47]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 10th June 1902. [a1061]

CONNAUGHT HOTEL.
A FIRST CLASS HOTEL situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a45]

CARLTON HOUSE
HOTELS,
No. 8 & 10, ICE-HOUSE ROAD.
THESE premises, formerly known as the
Club Hotel and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [94]

VICTORIA HOTEL.
SHAMEN-CANTON.
On the British Concession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

WM. FARMER,
Proprietor. [a1847]

"BOA VISTA"
(HOTEL-SANTARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA"
For Terms, apply
THE MANAGER. [a241]

NOTICE.
TYPEWRITERS CLEANED AND RE-
PAIRED by a First-class Mechanic.
Apply—
T. C. SWABY,
Hongkong, 4th July, 1905. [1596]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
83, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. [222]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,
PERFUMERS, &c.WATSON'S
PRICKLY HEAT
LOTIONA RELIABLE AND EFFICACIOUS
REMEDY.

Immediately relieves the irritation.

WATSON'S
HOUSEHOLD
AMMONIAFOR THE BATH, TOILET AND
HOUSEHOLD.Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.WATSON'S
CARBOLIC
SOAPSRECOMMENDED BY THE MEDICAL
PROFESSION.A. S. WATSON & CO.
LIMITED.CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

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HONGKONG OFFICE: 14, DES VUE ROAD, C.O.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 18TH, 1905.

In our notes on the Japanese financial
statement for 1905-6, published on July
10th, the reader must have been struck by
the very noticeable disproportion of
revenue and expenditure, the former being
considerably over 120 millions more than
the latter. That revenue was, however,
classified as ordinary or normal, the explana-
tion being that "the increase... is due
to the natural increase of the receipts on
the whole as a result of the general
economic development and increase of
national wealth; to the fact that the
extraordinary special taxes and the tobacco
monopoly having been brought into
operation in the spring of 1904, the full
year's receipts could not be obtained from
them last year, whereas in the current fiscal
year they will be collected in full; and to
the increase in the receipts from the cam-
phor monopoly and profit from the
Government railways." The revenue
extraordinary was swollen by carrying over
an amount from the Chinese indemnity.
General economies in administration costs
effected by all departments, accounts
for the fact that the ordinary expenditure,
in spite of increased pensions, camphor
monopoly, and education outlays, is only
triflingly increased. There is a special
Budget for the War, which treats as one
period the time since war began. The
expenses are put at seven hundred millions
(\$71,699,273), with an extraordinary
reserve fund of eighty million yen.
The money is thus obtained: First there
is the surplus in ordinary revenue of

124,880,000 yen, saved by the deparmen-
tal economies referred to. Eight millions at
special account were transferred. Increased
rates, special taxes, and the salt monopoly
account for over seventy-four millions.
Patriots have voluntarily subscribed some-
thing like a million and a half. The
remaining 571 millions are raised by public
loans. Exchequer bonds, and temporary
loans. The special accounts exploited to
eke out the war revenue were the fund for
replenishing warships and torpedo boats,
the fund for the relief of sufferers by
natural calamities, and the education fund.
The total of the extraordinary war ex-
penditures is 1,356,000,000 yen, or \$138,891,734.
The income from the special war taxes is
expected to reach a hundred and fifty
million yen; but this enormous sum does
not give an accurate clue to the burden
felt by the taxpayers. Although it is
admitted that taxation and the cost of
living is greater, things might have been
worse. It is pointed out that on account
of the restriction put by the extraordinary
special tax law upon local taxation, reduc-
tion of local taxes in consequence of the
curtailment of local expenditures, and also
of national thrift, the country is in a
position to bear the increased taxation
"without the slightest inconvenience."
Happy country! One of the most significant
passages in the Financial Annual is
perhaps that which says, "As we
look back upon the economic condition
of the country since the outbreak of the
war, we find that the nation has not in
any way suffered from these evil effects
which usually appear in time of war, but
that it was throughout the past year under
favourable economic conditions. The spec-
ial reserve of the Central Bank continues to be
on a firm basis; although there has been
an increased issue of convertible banknotes,
still, if we deduct the notes circulated in
China and Korea, the circulation at home
does not exceed its normal amount. Our
foreign trade attained last year unre-
precedented prosperity; and the most recent
statistics show that the nation at large has
ample funds at its command, and deposits
made in banks and in the post office savings
bank have reached the highest figures ever
attained. We have in fact evidence in
every direction that the heavy burden im-
posed by the war has not in the least
degraded the economic development
of the nation."

The graduated income tax, for which
English socialists have long agitated, is
adopted by Japan in its most complicated
form. Incomes of not less than 100,000
yen have the privilege of paying 55 per-
cent, or more than half their income! A
five-hundred-dollar-a-month resident must
pay a quarter of his income; and out of a
salary of a hundred a month, the Japanese
employee is not asked to pay more than 180
yen a year. No tax is levied upon the
income derived from the money loaned to
the Government for war purposes, nor
upon "interest of the Savings Debentures
to be issued in accordance with the Savings
Debentures Law of 1904."

These Savings Debentures are now being
issued, and so far as we know, have not yet
been described in the Press. The Specie
Bank has received a quantity within
the last week for issue. The idea of
them seems to be as follows: The
depositor lends (say) five yen to the
Hypothe Bank on fixed deposit for twenty
years at three per cent. Each five yen
bond bears nineteen coupons, one of which
may be exchanged each year for the interest
(on five yen, fifteen sen) and at the end
of the twentieth year, the bond itself is
surrendered for ¥5.15. In the meantime,
the depositor has to be compensated for
the difference between three per cent. and
the actual market rate. This is very
attractively done by means of drawings.
In the first five years, there are three
drawings a year, at each of which the
depositor of ¥. 5 has a chance of winning
one of numerous cash prizes, the highest
being five hundred yen. After the fifth
year, there is one drawing a year. In the
Orient, where so much money is squandered
in lotteries, this form of investment is
calculated to be very popular; and the
Japanese Government, which frowns on
gambling, seems to have hit upon a shrewd
compromise. The fascination of the scheme
lies in the fact that for five dollars the
gambler now has thirty chances of winning
five hundred, and numerous chances for the
other prizes, while supposing him to be
uniformly unsuccessful, he gets his money
back plus three dollars interest; whereas
the speculator in a Chinese or other lottery
has only one chance at a bigger prize,
and in any event must lose his original

capital. These new Savings Debentures,
we understand, are not really a Japanese
invention, something very like them being
in vogue on the European Continent. They
are issued to foreigners as well as to
Japanese. The Japanese have this year
adopted another foreign financial scheme,
a Succession Tax, known in England by
the sombre name of "Death duty." In
referring to the Japanese national debt, the
gentleman compiling these returns remarks
that a large proportion of the loans was
redeemed before maturity, "to the great
satisfaction of the bondholders." Those
who were receiving nine per cent would
scarcely be greatly satisfied by the prema-
ture redemption.

The International Bank (Philippines) has
opened a Savings Department.

The German mail steamer *Prinz Heinrich*
will leave for Shanghai, Nagasaki, Hiogo and
Yokohama at ten a.m. to-day.

Fifteen minutes after each of Sunday's per-
formances ends a special train will start to
take Peak residents home.

A soldier of the R. G. A. was found by the
Police on Sunday night in Battery Path in an
unconscious condition. His skull was fractured.
He was removed to hospital, where he died last
night.

It is announced by the Japanese Finance
Department that the bonds already issued in
accordance with the Tobacco Monopoly Law in
part payment of the compensation due to
tobacco manufacturers amounts to ¥271,050.

Return of visitors to the City Hall Library
and Museum for the week ending the 17th
July, 1905:—

	Library	Museum
Non-Chinese.....	311	53
Chinese.....	115	731
Total.....	426	783

The weekly plague return (to July 15th noon)
reports 15 cases and 16 deaths, or altogether
239-236. Adding four since, the totals to
noon yesterday are 243 cases and 239 fatalities.
With the exception of one French case of
cholera (in the city) the Colony is free of any
other communicable disease.

The ten natives from West Point who took a
Chinaman to a gambling house in Third Street
with the avowed intention of entertaining him
for the evening, and then assaulted and robbed
him, again appeared before Mr. G. N. Orme at
the Police Court yesterday. Mr. C. E. H. Bovis
(of Messrs. Wilkinson and Grist's office)
appeared for the defendants, who were each
fined \$8.

A shopkeeper of No. 116 Reclamation Street,
Yau-mat, was charged before Mr. F. A. Haz-
land at the Police Court yesterday at the in-
stance of Detective Sergeant Grant with selling
arms without a licence. Some two years ago
the licence entitling the defendant to sell arms
was cancelled, and it is alleged that he has since
been disposing of them in a small way. "The
case was remanded, half being allowed in the
sum of \$1,000.

Remanded from last week, the case against
the two sailors who were charged with desert-
ing from the sailing ship *Adato*, again came on
for hearing before Mr. F. A. Hazland at the
Police Court yesterday. His Worship sentenced
the defendants to three weeks' imprisonment
with hard labour, and in the event of their vessel
returning before the expiration of their sentences
they are to be re-shipped on board of her.

Before Mr. G. N. Orme at the Police Court
yesterday afternoon, the case against Li Kwai,
a foki in the employ of the Kwong Hing firm
at Sai Yuen Lane, who was charged with the
embezzlement of a sum of \$150, was continued.
Mr. G. E. Morrell (of the Crown Solicitor's
office) prosecuted, and Mr. C. E. H. Bovis
(of Messrs. Wilkinson and Grist's office) ap-
peared for the defendants. After hearing further
evidence on behalf of the prosecution, His
Worship held that the evidence was very
unsatisfactory, and discharged the defendant.

Several complaints have been made to the
Police of late of noises created on flower sam-
pans plying in the harbour at midnight, or the
early hours of morning, and, as a result, the
mistress of one of these boats was yesterday
charged before Mr. F. A. Hazland at the Police
Court, at the instance of Inspector Langley.
The constable who arrested the woman stated
that there were three women on the boat, and
they were singing Cantonese love songs. Sun-
day night was still and calm, and their shouting
awoke many sleepers on board ships. His
Worship inflicted a fine of \$10, the alternative
being one month's imprisonment.

HONGKONG VOLUNTEER RESERVE
ASSOCIATION.

The principal scores in the pool competition
on Saturday were as follows:—

J. H. Pidgeon (winner)	61	—	4	= 61
L. G. Bird	57	—	4	= 61
A. Mackenzie	59	—	0	= 59
P. C. Miller	41	—	16	= 57
J. C. Peter	53	—	2	= 55
W. B. Boyce	42	—	8	= 50
J. Whittall	49	—	0	= 49
W. G. Winterburn	41	—	8	= 49
O. Marriott	24	—	24	= 48
C. Cotter	41	—	6	= 47
G. H. Harston	32	—	14	= 46
Hon. L. A. M. Johnstone	39	—	6	= 45

"By kind permission of Lieut.-Col. A. E. Aitken
and Officers 119th Infantry the band of the
Regiment will play the following programme
at the United Service Recreation Club, Kowloon
to-day, commencing at 5 p.m. (weather permit-
ting):—
March..... "Under the Double Eagle" Wagner
Selection..... "The Gondoliers" Sullivan
Valse..... "Reverie" Waldteufel
Overture..... "Light Cavalry" Suppe
Serenade..... "Love in Venice" Jacobini
Song..... "The Star of Bethlehem" Adams
Selection..... "The Pirates of Penzance" Sullivan
Polka..... "La Tour Marvellous" Faubach

TWO ATTEMPTED SUICIDES.

Two cases of attempted suicide came up for
hearing before Mr. F. A. Hazland at the Police
Court yesterday. In the first, the secondary
wife of a Chinaman living at Kennedy Street,
Yau-mat, quarrelled with the first, and left for
Hongkong. She, however, soon grew tired of
the city, and decided to return to her home.
On the way back on the launch she jumped
overboard but when a rope was thrown to her
she clutched it, and was hauled on board again.
On appearing before His Worship, she was
discharged. Her sister promised to take care
of her.

Another case occurred at Second Street,
West Point, on Sunday. For some misde-
meanour, a Chinese woman had thrashed her
little daughter, and was chastised by her husband
for so doing. When the husband left home, he
told his wife that if she beat her daughter again,
he would beat her. The woman did, but was
evidently afraid to molest her husband. The
little girl went and brought the neighbour
from the next floor, just in time to catch the
woman with a rope round her neck. She was
first taken to hospital, and afterwards removed
to the Police Station, and on appearing before
His Worship yesterday was cautioned and
dismissed.

A CARELESS RICHIA COOLIE.

As Mr. Hill, bailiff of the Supreme Court,
was riding along Queen's Road in his ricksha on
Saturday, another ricksha coolie, who was on his
wrong side of the road, attempted to rush on to
the other side in front of Mr. Hill's ricksha.
The result was a collision in which several
spokes were knocked out of the bailiff's ricksha,
the damage done being estimated at \$1.70. The
driver of the public ricksha was charged before
Mr. G. N. Orme at the Police Court yesterday
with negligent "driving," and causing damage
to the said amount. He was fined \$3 and ordered
to pay \$1.75 compensation.

STEALING THE SOLDIERS' BREAD.

For sometime past the soldiers stationed at
Murray Barracks have been missing stores from
their kitchen, but it is only once in a while they
are able to pounce upon the culprits—barracks
coolies. Of late bread has been disappearing
in a remarkable manner, and if a "Tommy"
chanced to go to breakfast a little later,
he generally found that his share had vanished.
On Sunday, the sentry on duty at the barracks
was surprised to see a couple of loaves of bread
shooting through the air and landing in a
secluded spot in the yard. Getting into hiding,
he decided to await results, and had not been
watching long when he saw a coolie go and pick
up the bread, with which he was maching off
when the sentry detained him and handed him
over to the Police. Charged before Mr. G. N.
Orme at the Police Court yesterday with steal-
ing 2 lbs. of bread the coolie was convicted and
sentenced to three weeks' hard labour.

GAMBLING RAIDS.

On Saturday night Constable Hynes pro-
ceeded to a house in Moon Street, Wan-chai,
to search for illicit opium. There was no one at
the door to usher him in, neither did he see any-
body in the house until he reached the top floor.
There he heard sufficient to make him believe
he had come upon a school of gamblers hard at
it. He attempted to open the door, but found
it was locked. He threw himself against it
and, at the second time, it yielded. He entered
the room just in time to see a stepladder
vanishing through the skylight, and one cover-
ing Chinese gapping at it as it disappeared.
With the exception of this one man, all had
escaped, and had cut off the means of pursuit.
In the room the constable found a quantity of
illicit opium, and took it, together with the
remaining gambler, to the Police Station. The
Chinaman was charged before Mr. G. N. Orme
at the Police Court yesterday, and fined \$30 for
being in possession of illicit opium and \$15 for
gambling.

Another raid was made on a house in Tai
Hang village on Saturday night by Sergeant
Lee. This house had been specially erected
with loopholes of escape, and as sentries were
posted, it was with the greatest care that the
Police had to make their descent upon it. They
were, however, successful in securing eight men
who were playing "Nagual." These men
were charged before Mr. F. A. Hazland at the
Police Court yesterday, and two of them, who
were the keepers of the house, were fined \$50 or
six weeks' imprisonment, while the remainder
of the gamblers were ordered to pay a fine of \$3
each.

SALE OF PONIES.

Yesterday afternoon, on the block of ground
before the City Hall, Messrs. Hughes and
Hough, auctioneers, sold by public auction, a
number of China ponies. The only pony
withdrawn from the sale was Highland Lad, the
highest price bid being \$100. Tusean
King was bought by Mr. S. A. Seth for \$75,
Saxon King by Mr. Carlwright for \$75; Jungle
King by Mr. Smith for \$175; a polo pony
from Shanghai by Mr. Knotswell for \$75; and
Two Step (a griffin) by Mr. Gogg for \$10.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

GENEROUS OFFER BY A
SINGAPORE CHINAMAN.A PASTEUR INSTITUTE FOR
MALAYA.

SINGAPORE, 17th July.

Mr. Leong Fee, the well known
Tambun mine-owner, has offered to
build and equip a Pasteur Institute
for the benefit of the inhabitants of
the Federated Malay States and
neighbouring communities.

MISSIONARY'S EXTRA-
ORDINARY DEATH.

SHANGHAI, 17th July.

The Rev. A. G. Jones, of the
English Baptist Mission, has been
spending the summer at Taishan, and
has there died under extraordinary
circumstances. He was killed by a
"cloud-burst," which at the same
time caused the collapse of a temple
near by.

CAPTAIN BOUGOUIN
PARDONED.

Kobe, 17th July.

Captain Bougouin received his
pardon yesterday.

His Japanese servant, Maki, was
also pardoned.

It is understood that Captain
Bougouin is to leave Japan.

[NETTER'S SERVICE.]

HOMEWARD FRENCH MAIL ON
SHORE.

LONDON, 15th July.

The M. M. steamer *Caledonien* from China
to Marseilles grounded badly near Zails. The
British cruiser *Perseus* pulled her off, and is
now towing her to Jibuti.

THE PEACE CONFERENCE.

LONDON, 15th July.

M. Takahira yesterday visited President
Roosevelt at Oyster Bay, in connection with
details of the peace conference. He expressed
satisfaction at the appointment of M. de Witte,
as an able man and one who will lend confidence
and weight to the conclusions of the conference.

FIRE IN KOBE HARBOUR.

The British steamer *Volga*, chartered by the
O. & O. Steamship Company, brought to Kobe
a cargo of American cotton and iron. The
work of discharging was commenced on July 4th
and was continued on the following day. On
Thursday morning everything on board was as
usual, but at 10 o'clock a dense volume of smoke
burst from the after hold and it was apparent
that a somewhat serious fire which had no doubt
been smouldering for some time, had broken out.
The Master, Captain J. Pattie, was ashore at
the time, but on being informed of the outbreak
returned to the vessel with all speed. In the
meantime the officers and crew did everything
possible to quell the flames, and the fire signal
was hoisted.

In a very short space of time boats were put
off from the Austrian cruiser *Kaiserin Elizabeth*,
with a number of men and fire extinguishing
appliances, hand pumps and diving apparatus.
The ship's doctor accompanied the volunteers,
and this was fortunate, as he was able to render
valuable assistance. When the flames had
been got under, the Chief Boatman of the
Kaiserin Elizabeth descended into the hold, but
was soon overcome by the fumes and was in
such a serious condition that he had to be
conveyed to the cruiser, but we are glad to
learn, subsequently recovered. Several of
the others were temporarily overcome,
even the diver being somewhat affected.
Captain Pattie and some of his officers were
also partially asphyxiated when the smoke was
at its worst. Mr. Jones, the First Mate, being
very seriously affected. Indeed had it not been
for the prompt assistance of the *Kaiserin
Elizabeth's* doctor, who worked at artificial
respiration for some while before Mr. Jones
regained consciousness, it is doubtful whether
he would have recovered. Although he was in
a weak state yesterday and unable to take any
part in the further work of extinguishing the
fire, he was progressing favourably, and will
probably soon be himself again.
All the men from the Austrian cruiser worked
unceasingly during the whole of Thursday, not
leaving the vessel until late in the evening.
The Water Police also rendered valuable
assistance in combating the fire, as did the
Kawasaki Dockyard Company's men. Indeed,
Captain Pattie speaks most highly of the kind-
ness and promptitude shown by all who came
to his assistance, and it is evident that his own
men worked admirably.

How the fire originated it is impossible to
say, but it may be surmised that it was due to
spontaneous combustion. There were some 3,000
bales of cotton, together with a quantity of
iron work, in the holds, all of which was
consigned to Kobe, and the greater part of the
former is damaged by fire and water. For-
tunately the vessel itself, which is only some
eighteen months old, sustained very little
damage, but yesterday morning the cotton was
still smouldering, the hatches remaining sealed.
It was decided to avoid further danger by
filling up the lower hold with water. At no
time during the fire was the other shipping in
the harbour threatened, the *Volga* lying far
out—Japan Channel.

The municipal authorities of Wiesbaden are
said to have provided a vulcanite leg for a pet
stork which is kept in the park, and which had
one of its limbs amputated.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Monday, 17th July.

BEFORE MR. A. G. WISE (PUISNE JUDGE).
CHEUNG FOOK Y. DENNIS O'KEEFE.
The hearing of this case, in which the
plaintiff claimed from the defendant the sum
of \$200 for alleged illegal arrest, was con-
tinued.

Mr. H. W. Looker (of Messrs. Doan
Looker and Doan) appeared for the plaintiff,
and Mr. F. P. Hett (of Messrs. Brutton,
Hett and Goldring), represented the defendant.

The case for the prosecution was that the
defendant paid the conductor 45 cents, and
declined to pay the remaining thirty, declaring
that he had done so, and that he would get
him (the plaintiff) six months' imprisonment
and six hours in the stocks for trying to steal
the 30 cents. When the train reached No. 2
Police Station defendant gave the plaintiff
in charge, but the sergeant refused to take the
charge, advising the defendant to see the
trainway manager.

The case for the defence was practically a
complete denial.

His Honour awarded the plaintiff \$25
damages and costs.

EUGEN SANDOW
INTERVIEWED.

Since the arrival of Sandow at Singapore,
general gossip locally has been of the modern
Hercules and of his eagerly anticipated visit to
Hongkong. Sailors, soldiers and civilians have
stopped to gaze at his advertising posters, and
all have anxiously waited the arrival of the
man of the hour and his Greco-Roman band.
Sandow landed yesterday from the German
steamer *Prinz Heinrich*, and will open in the
City Hall to-night. Last night a *Daily Press*
reporter visited him at the King Edward
Hotel, to ask a few questions, which the
"perfect man" answered amiably.

Asked whether he considered his mode of
exercising could further help the well-
developed Chinese coolie, Sandow replied:—
"I am sure it would. This coolie certainly has
arduous work, but his mind is on his work, and
not on the development of his muscles. He
will run with a ricksha for eight or ten hours, but
is he really strong? I say 'no.' The develop-
ment of muscle has got ahead of the development
of the heart, which must always develop in
proportion to the muscles of the body. Mr.
Sandow then made the unexpected remark:—
"It is not the quantity of muscle, but the
quality that tells."

"Look at me now. I look nothing out of the
ordinary, do I?" asked Sandow. Our reporter
replied that he did not look extraordinary.
"But you should see me in the buff," said Sandow.
"And it is gradual practice and exercise that
has brought me up to my present state."

"Yes, exercise is more necessary in the hot
weather than the cold, because the liver gets
sluggish. If one has about doing nothing,
Football, cricket and tennis are not exercise
merely recreation. Exercise is only exercise
when done for a purpose, and the more you
spend in exercising the muscles of the body
the more you make, whereas in recreation you
make nothing. We have a certain amount of
steam in our bodies which in physical culture
we let off, but we are laying a reserve fund by
which will assist us in sickness or old age."

"Yes, I will show exercises which will
strengthen the Chinese spleen, and the
lower part of the abdominal muscles, so
that Chinese or Japanese cannot be hurt
by a slight tap in that part of the body.
I have experimented on many of them, after
they have followed a course of my instruc-
tion, and you can hit them in the stomach as
hard as you like. Even with the food on which
the coolie lives, he would not be weak in this
part if he practised my exercises according
to the chart."

"No, I have not a Chinaman in my group.
I had prepared him by postal instruction
before he came East, and had him fully
developed, but I could not bring him along
with me as his mother would not let him come.
My agent heard he was afraid to come because
he thought I would sell him to the
Dutch, but I think the trouble was with his
mother. My Japanese, too, was commanded
to go to the war, but I hope to have him back
again shortly."

"With regard to jujitsu, Mr. Sandow said:
"I will not commit myself, as I have not made a
study of that, but hope to do so when I reach
Japan."

"Is it true that your exercises, while developing
the muscles, affect the heart?" It is impossible
for the heart to be affected. My exercises are
done so gradually and carefully that the
heart grows in proportion to the rest of the
body. If pupils did exercises of their own
with my developers or dumb-bells, the only
benefit from them. To develop the muscles
they must follow the directions on the charts."

Is there any trickery in your weight lifting
exhibitions? "What do you mean by
trickery?"

Well, some strong men have been made so
that, knowing where to take hold, almost any
body could lift them. That is not trickery. To
know how to take hold is the knowledge of
weight lifting; but it makes no difference
to me whether I catch hold of a bar. It may
make a difference to others who are not used to
weight lifting, but I am showing how by careful
and gradual training I am now enabled to lift
the heaviest weights ever raised."

The Hon. Joseph Chamberlain is supposed
never to take any bodily exercise to can avoid.
How do you account for his hale and healthy
age? "I say Mr. Chamberlain does take
exercise. There are three sorts of exercise.
The first is the dumb-bells; the second
is that you are able to contract the
muscles, and again, you can exercise without
knowing it by setting the muscles, which last
Mr. Chamberlain probably does while waving
his arms about in the House. We only know
of Mr. Chamberlain since he made a name
for himself. Before then he may have
exercised and reached a certain degree of
physical perfection, and it is possible to get to
a certain point in the development of the
muscles of the body when it is unnecessary to
exercise them any more, and they can be set
unconsciously."

[When Mr. Sandow goes to Japan, he will
probably be told that jujitsu athletes begin to
suffer when they cease their regular exercise.
The theory was that there was some sort of
reaction.]

CANTON NOTES.

[FROM OUR CORRESPONDENT.]

Canton, 15th July.

THE CANTON RAILWAY.

In spite of what has recently appeared in the papers about the Kowloon-Canton Railway the Chinese here do not seem to think that this line will be running for a considerable time yet to come. As a matter of fact, their whole attention has been drawn towards the projected Canton-Hankow railway by a new and wonderful scheme of the Chinese merchants. In order to carry the trunk line to Hankow, it is proposed to form a lottery. The lottery will be drawn once a month, and the purchaser of a ticket, if he does not draw a prize, may hold the ticket—speaking from memory, a \$2 ticket—till he has fifty such tickets. A hundred dollar share will be given in exchange for these. It remains to be seen how such a scheme would work. Personally I am of opinion that it would take a very long time, indeed, to get in the requisite sum by this means, for the following reason.—Two dollars is an absurdly small sum under the circumstances: only twenty per cent. of the takings will be devoted to prizes; and as the directors of the Railway Company will be entirely Chinese, it is not at all improbable that the greater part of the profits, if any, would be devoted to Directors' fees. The lottery, at all events, will have to be a very very big one.

\$40,000 A MONTH.

The Canton Fatsan line, I hear, is making a net profit of about \$40,000 per month—a wonderful success.

TO-DAY'S EXECUTIONS.

As a result of a pamphlet written by Chiv Z. Volpicelli, the Italian Consul at Hongkong, pointing out the uselessness of torturing prisoners till they made false confessions, etc., an order has been received from Peking not to decapitate prisoners sentenced to death save in very exceptional cases, but to resort to strangulation. Up to the present, such a mode of execution was reserved for officials of more than one button, who had been sentenced to death, and then it was entered in the official records as "So-and-so was presented with a silk cord with which to commit suicide," but the man was strangled by his keepers, nevertheless.

Seven men were executed under the new rules to-day, and another, whose crime, that of supplying arms and ammunition to the Kwangsi Rebels, was considered of a more serious character, had his head chopped off according to old custom. The man who was strangled was first of all tied to a crossbar, and then cords about their necks were screwed up tight. Of the two I should say that this strangulation was the slower and more barbarous way of putting a man out of existence. A large audience turned up to see the "new fashion," several Europeans being amongst the crowd. As soon as the affair was over, one of the Europeans immediately stepped into the ring to bargain with the No. 1 executioner for the cords he had used. It is really too bad that while some Europeans are writing against these public executions others, innumerable tourists and globe-trotters, should be encouraging them; and fancy, for instance, the indecency of a "lady" taking snapshots of such things. I know of one instance of a tourist bribing the executioner to hold his sword in air, above the condemned man's head, for three seconds so that a clear picture might be secured. It was a gruesome sight; and after the execution, the blood-bespattered tourist secured the executioner's sword, even preventing him from wiping it.

THE UNITED STATES CONSULATE.

The United States Consulate here is mourning for a month on account of the death of Secretary Hay. The flag is kept at half-mast and the Consular Court draped in black.

WHOLESALE KIDNAPING.

Last Sunday a gang of robbers, known as the Sap Yau (the Ten Brothers) engaged a large flower boat. At about one o'clock in the morning, when there were fourteen girls in the boat, a number of dragon boats came alongside, and the robbers bundled the girls, just as they stood, into these. Neighbouring flower boats raised an alarm by beating gongs, but this noise was speedily silenced by a few shots from carbines and revolvers. Chinese gunboats were anchored near the group of flower boats, but they paid no attention. The girls were landed some distance up river. After they were landed, a guard boat in that locality, suspecting that there was something wrong, searched a dragon boat, and found on board hair-pins, women's shoes, etc. Three men were thereupon arrested, but unfortunately they may be men who were forced to do the work. The robbers were traced to a certain village, where an unsuccessful search was made by order of the Viceroy.

THE FRENCH FETE.

The 14th was observed as a public holiday here by the whole of the French community, celebrating the Fall of the Bastille. In the evening there was a grand display of fireworks, which was greatly appreciated by the Chinese from Canton City. A brass band lentened the proceedings. The landmen were quartered in a specially erected stand in front of the French Consulate. This neighbourhood was prettily decorated with innumerable little glass lights, intermingled freely with a great blaze of Japanese and Chinese lanterns. The French mail, by special favour, as several friends of the French Consul had come to Canton for the occasion, was permitted to postpone her departure for Hongkong till 10.30. After the proceedings concluded, several flower-boats and sampans were landed in front of the Shamien to watch the fireworks.

[FROM THE "CHUNG NGOI SAN POI"]

MORE RAILWAY "TALK."

Information has been received from Amoy to the effect that H.E. Chang Pat-shi, the director general of the Southern provinces, proposes to construct a railway from Sing-Yuen to Amoy, to Swatow via Cheung Chow, so as to be connected with the Canton and Swatow railway. The gentry and merchants of Amoy also propose to construct another line from Amoy to Focchow via Chuen Chow and Hing Fa. They know the latter line passes through very few market towns and there is not much cargo to be taken on route, but the places through which it passes are covered with many mines, so that it is very important to facilitate the working of these mines. They are waiting for the arrival of H.E. Chang Pat-shi to make necessary arrangements with him.

THEFT OF COTTON YARN.

On the 16th ultimo a merchant imported sixty bales of cotton yarn from Hongkong. When they arrived at Canton, a boat was hired to convey the same to Linchow for sale. When the boat was sailing near Whang-Kong, of Ching-Yuen district, she was attacked by about a dozen pirates, who boarded the boat, terrifying the crew by presenting firearms at them, and forced the master of the boat to make for Wong-Sung-how, where they carried away twenty eight bales of cotton yarn and all the firears on board to the value of about five thousand dollars. The case was at once reported to the local authorities, who have sent soldiers to the place to hunt for the culprits; but no clue concerning the pirates has been discovered as yet.

HANDITS.

On the 2nd inst. a house belonging to a well-to-do citizen surnamed Pan, of the village of Kweichow, in San-tak district, was ransacked by a large gang of robbers, who carried away all the valuables found therein and kidnapped a small child aged six. A few days later a letter was received from the criminals demanding one thousand five hundred dollars, and five hundred taels of opium for the ransom of the child under threat of slaughtering the child if their demand was not complied with immediately. The letter was signed by the head robber named Leung-Kau. Magistrate Tong, of San-tak district, to whom the case was reported, proceeded at once with some soldiers to Tai-Ngan-Si where the den of the robbers was. In the den, the child, together with eleven other captives was found, but the robbers made good their escape, and only the wife of the head robber was arrested.

MARINE MAGISTRATE'S COURT.

Monday, 17th July.

BEFORE MR. BARNES H. TAYLOR (ASSISTANT MARINE MASTER).

NEGLECTED NAVIGATION.

Captain R. M. Luke, of the s.s. *Lansing*, charged to Kam Wing, master of the steam launch *Nancy* with negligently navigating his launch in the harbour on the 14th inst.

Captain Luke stated—On Friday the 14th inst. I was coming into Blake pier in a sampan. As I passed the end of Douglas wharf a launch came out at full speed, stern first. She had been lying to the eastward of the pier, and came out without giving any signal, and at such speed that she could not have brought up within two or three lengths. The launch passed so close across the bows of the sampan that her bows touched in passing. The coxswain took no steps to avoid collision, but I should not have complained only for his subsequent action. After I landed at Blake pier the same launch came up at full speed, crashing in between the pier and the sampan, again colliding with the latter, and nearly breaking one of the oars. I called the constable on duty at the wharf, and went with him on board the launch, when I found the man in charge had no certificate. It was not the man before the Court.

Constable Jones corroborated the evidence of the last witness.

To Kam Wing, coxswain of the *Nancy*, declared—I was not on board at the time of the collision, having gone to my master's office. One of the crew, Wong Cheung, took charge in my absence, at the request of a German named Olsen. The owner of the launch is Mr. W. S. Bailey.

Wong Cheung said—I am one of the crew of the *Nancy*, and hold no certificate. I was steering the launch on Friday morning last when I was ordered by my master through Mr. Olsen to go alongside Blake pier.

His Worship found To Kam Wing guilty of negligence in leaving his launch in charge of an unlicensed man, and suspended his certificate for one month.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Sydney*, with the next French mail, left Singapore yesterday at 2 p.m. for this port via Saigon.

The C.P.R. str. *Empress of China* arrived at Yokohama at 8 a.m. on Monday, the 17th July, and left again at 2 p.m. same day for Kobe, where she is due to arrive at 2 p.m. to-day.

The C.P.R. str. *Admiral* arrived at Yokohama at 5.30 p.m. on Friday, the 14th July, and left again at noon Saturday for Kobe, where she was due to arrive at 6 p.m. on Sunday, the 16th July.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 17th July, and left again at 4 p.m. same day for Kobe, where she is due to arrive at 9 p.m. to-day.

The C.N. str. *Tsushima*, from Australian ports, left Manila on the 15th inst., p.m., and is due here to-day, a.m.

The C.N. str. *Yokohama* left Shanghai on the 14th inst. via Amoy for this port, and is due here to-morrow.

GERMAN FORTIFICATIONS AT KIAOCHAU.

With regard to the rumors about the fortification of Kiaochau, a Berlin telegram of the 13th ultimo definitely says that an Imperial order to fortify Kiaochau Bay has been issued. The work will be done under the supervision of the Governor of the province, Rear-Admiral Trupel, and five engineer fortification officers detailed for this purpose. The extent of the fortifications and the amount to be spent on them are facts not to be disclosed, but it is probable, says the telegram, that the work now contemplated is only the beginning of an active plan.

Commenting upon the above, a Washington telegram says the news has aroused considerable interest in Washington, and in diplomatic circles has led to speculation about Germany's intentions. In a conversation on this subject, Baron Speck von Sternberg, the German Ambassador, is reported to have said—

Plans for the defence of Kiaochau harbour, which is Germany's naval base in the Far East, were drawn up some time ago, in accordance with Germany's agreement with China, which provided for the fortifying of the harbour. Lack of funds, however, has made impossible the execution of the project until now, owing to the great amount of money necessary to cover the cost of erecting docks, piers, and other landing facilities for trading vessels and junks. Having provided excellent facilities for ships of commerce, attention is now being turned to the fortifications.

The correspondent continues—At the U.S. Navy Department the news of Germany's intentions in regard to Kiaochau recalled to the officers the fortified condition of the Philippines, a situation to which Admiral Dewey has frequently called attention, and the hope was expressed that the action of the German Government would result in action by Congress to meet the needs of the American naval base at Olongapo, plans for the defence of which were prepared long ago by the General Board of the Navy, of which Admiral Dewey is President.

CHINESE NATIONAL PRIDE.

The *Japan Chronicle* remarks—The attitude of the United States to the immigration of Chinese and Japanese we have frequently referred to as an example of the selfishness of certain of the white races, who at the same time do not hesitate to exploit the countries of the Orientals. But it is now apparent that the attitude of the United States is changing, and that the attitude of the United States is being modified in consequence of the action taken by the Chinese to assert their own position as a nation. It now seems clear that unless the question of Oriental immigration is satisfactorily dealt with by the United States Government it may quickly prove to Americans one of the great problems of the day, and will soon become a stumbling block to American progress in the Far East. It is the commercial disadvantages that American merchants suffer through the working of the Chinese Exclusion Law, emphasized by the retaliatory measures taken by Chinese merchants, that prompts the present movement for the reform of the law in America. To the Chinese, however, it is not a commercial question, but a matter of personal and national pride, and it is very natural that the Chinese should desire to compel America to recognize them as also a great nation. The Chinese Exclusion Law is looked upon as insulting to the race, and, however it may be modified, it is probable that it will always remain an object of detestation to the Chinese of the better classes, as suggesting race inferiority. The law was originally passed to exclude Chinese coolies, but it has become so administered that Chinese of the better classes, merchants who enjoy the confidence and respect of foreigners in the Far East, students, and other travellers, are subjected to great indignities by rough and inconsiderate officials who see in the Chinese only one class of man, the coolie.

THE DISARMING OF THE "TEREK."

The *Batavia News* of June 30 has the following account of the arrival of the Russian cruiser *Terek* there—

Yesterday morning the Russian steamer *Terek*, ex *Alma*, of the Hamburg and London line, Commander Panoff, arrived in Tanjung Priok. She is a ship of 7,300 tons with a crew of 18 officers and 403 men, and has an armament of 16 guns. The *Terek* was one of the ships of Rodchikovsky's fleet and came from Ceylon last night. According to a wire message the *Terek* has sunk the B.I. *Ikhona*. The same happened to the Danish steamer *Princess Marie*, the crew of the latter is still on board the *Terek*. The authorities here allowed the commander to stay in the harbour for 24 hours and to take in 1,200 tons of coal to enable her to reach her nearest port, Djibouti. As soon as she was alongside the wharf a company of soldiers under an officer guarded her to prevent the crew from deserting as happened with the *Rion*. When coals were to be taken in no coolies were handy. After this the Commander set his crew to work, but this morning only 100 tons had been taken in when the British naval police, requested by this the nearest neutral port, requested the Dutch to disarm the ship, which was done in the course of the day. The Russian flag was hauled down, the breechlocks of the guns taken out, and a military guard put on board.

This happened at a quarter past three in the afternoon in the presence of the Assistant Resident (Acting Resident) and the Commander of the *Siboga*. The Commander was allowed to remain on board, the officers and crew will be detained here. The officers were liberated on parole. The crew will be detained, together with the crew of the *Rion*, in all 500 Russians, at Government expense. A witness who saw the *Terek*, states that the ship has two big guns, one forward and one aft, the rest are small quickfiring. The steamer has only had the necessary alterations made to convert her into a cruiser, the accommodation for passengers remains the same, in comparison with the small ships of the K.P.M. the cruiser looks imposing. As reported, the *Terek* has been sought by an English cruiser to receive an order from the Russian Government to stop worrying merchantmen, and return to Russia at the first opportunity. Perhaps this caused the disarming.

MERCHANT VESSELS SEIZED BY JAPAN.

The total number of foreign steamers captured by the Japanese up to the 30th June was 74, with an aggregate tonnage of 131,132. Divided according to their flags, they are as follows—

Russian	22
British	16
German	10
Norwegian	3
French	3
Austrian	2
Dutch	1
American	1

AMUSEMENTS OF THE CHINESE.

In a long article on "Sports of the Orient," Mr. All-guns Ireland makes the following observations—It might have been supposed that the Chinaman, who lives in a country which is outside the tropics, would have taken more kindly than his Malay neighbor to games and sports involving outdoor exercise; but this is not the case, and the principal amusements of the Chinese are theatres and gambling.

It is true that many persons play kiti, or much trained birds in a contest of catching seeds thrown into the air, and that young boys find amusement in pitching coins, fighting crickets and quail, or sitting in a circle for an hour or two trying to guess the number of seeds in an orange; but the theatre and the gambling-house are the popular resorts of the Chinaman when he is in search of enjoyment.

There is much that is curious about a Chinese theatrical performance. The theatre itself is seldom more than a rude stage erected on some vacant piece of ground, with very rudimentary accommodation for the audience. The female parts are always taken by boys, who paint their faces, and imitate the dress, voice and manners of the gentler sex with great ingenuity. Perhaps the most unusual feature of a Chinese theatrical show, from the standpoint of our western idea of the drama, is the constant din of the orchestra, which makes impossible for the audience to hear a word of what is being said on the stage.

But the theatre makes no such appeal to the Chinaman as that of the various gambling schemes which add the charms of uncertainty to the life of the happy Celestial. Men and women, boys and girls, throughout the length and breadth of China, are inveterate gamblers. Chinese gambling takes many forms. The best known is that of *futian*, which consists of counting out a bowl of cash four at a time the balls being made on how many are left over after the last complete four have been counted. Then there are the various lotteries, of which the most popular is *paik kop pin*, in which the player selects ten Chinese characters out of eighty, printed on a slip of paper, in the hope that some of them may be the same as twenty drawn by the holder of the bank. If the player gets five of the characters the same as those drawn by the bank he wins his money back; if he gets six he is paid three times his stake; if seven he receives eight times his stake, and so on.

The various games of chess, dominoes and cards have their special devotees, and all these games are played for stakes varying from something like a fifth of a cent up to hundreds of dollars. As far as I am aware, the only form of gambling among the Chinese to which European and American civilization has given any impetus is horse racing. In Hongkong, in the Malay Peninsula, in Hongkong, in Shanghai, betting on the horse races is a favourite amusement of the upper class Chinaman, and a few of the wealthier among them own their racing stables and carry off from time to time the Governor's cup or win the Jockey Club stakes.

SINGAPORE AND FOREIGN SHIPPING.

The process of the transfer of local steamers from the British flag to other flags goes on, slowly but apparently inevitably. The vessels of the Tan Kien Tin Steamship Co. are to go under the Dutch flag. The Company was now in bankruptcy, but the *Gi ng Ann*, the *Gi ng Seng*, and the *Zweens* were mortgaged to Oei Tong Ham, the Chinese Mayor of Samarang. The vessels are running on the same trips as formerly, the *Gi ng Ann* has been put under the Dutch flag, and the *Gi ng Seng* is to go under these colours this trip. The new owner has of course the right to run his vessels under what flag he chooses, but it is a little discouraging to admirers of the Red Ensign to see these frequent transfers. It is said that the trouble is in the Netherlands inter-island trade, from which vessels under alien flags are debarred, or permitted to take part in it under such restrictions as are practically prohibitive. It is also asserted that even in the trade between this Colony and the Netherlands Indies there are many regulations as to quarantine and examination, berthing and papers, which are applied as more stringently to British and Allied than to Dutch vessels. Shipmasters and owners can best testify as to whether this is so or not; at all events we have the fact of the replacing of the British flag by others. There can be of course no ground of complaint that Dutch ships are favoured in Dutch Colonies. All that we can ask for is that English ships shall be equally favoured in British colonies. Moreover if English ships are placed at a disadvantage in foreign waters, it seems logical that foreign ships should be placed at a similar disadvantage in British waters. The stock argument trotted out is that if you hamper foreign ships in a port like Singapore, you drive them away and help them to found ports in their own territory. If this be so, we are far from admitting that the natural advantages and commercial development of Singapore can be rivalled in a few years, or a few decades, by any neighbouring port—then we are faced by the question of whether it is worth while to provide a port free port in which other people can trade with their own goods transported hither and thence in their own vessels. We say "worth while" in the purely commercial sense of whether it pays in dollars and pounds to give the freedom of the Colony to all and sundry. There is a patriotic and sentimental aspect of the question, whether we should use our national flag as a sort of the constant sign of this part of the world by adopting a policy which all other colonising and trading nations have rejected—free ports.

A JAPANESE BURGLAR.

Of good appearance, gentlemanly behaviour, and a man who knows how to talk to advantage, a naive Japanese has just been arrested by the Osaka police for a long series of mean thefts. Since April he has been at a hotel in Horiya-kita-deri, giving out that he was an army officer invalided from the front. He produced ample evidence in a casual way as to his respectability, spent money freely, was interesting for his war anecdotes and, above all, wrote charming poetry, which more than all his other accomplishments raised him in the opinion of the hotel people. The weeks passed by, and the Japanese continued to give out that he was an invalided army officer, and in March the police received reports of stolen clothing and a watch and chain which at a hotel in Dojima-hama. These reports set the police on the alert, and by some means suspicion was directed to the bogus army officer. He was therefore watched. On July 5th the police apprehended him while in the act of selling umbrellas stolen from the Commercial Museum, and while on the way to the station he swallowed an incriminating gold chain which he wore.

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Hongkong, 12th July, 1905.

OBLIGATIONS OF SHIPPING AGENTS.

ACTION BY A SHIPPER.

In the Kobe Court on July 6th an action was heard in which Tack Woe, a Chinese firm in Moto-machi, Kobe, sued A. J. Cornes, representing Messrs. Cornes & Co. shipping agents, Kobe, claiming £181.16 damages for breach of agreement.

Plaintiff's Counsel stated that the Chinese firm obtained an export permit from the Kobe Customs in November last year for the export of timber to Shanghai and arranged with the defendant's company to ship the same. Defendant duly issued a shipping order for the timber to be taken to Shanghai by the *Benader*, but while plaintiff was having the cargo conveyed to the steamer, defendant's company objected, on the ground that they were not able to take it, and it had to be brought ashore. Defendant failed to carry out the contract, and plaintiff was put to expense, estimated at the amount claimed.

Mr. Hirata, for the defence, maintained that the defendant was not the owner of the steamer *Benader*, and that the company issued the shipping order in the usual way, but took no responsibility with it and did not enter into any contract. The defendant could not recognize the facts mentioned in the petition.

The Chinese complainants of two foreign shipping firms at Kobe were examined as to the customary procedure in shipping cargo, and shortly afterwards the hearing was concluded, judgment being reserved.

CHINESE EXCLUSION IN AMERICA.

U.S. MERCHANTS' UNION DEMANDS GOVERNMENT'S POLICY.

New York, 6th June. The Merchants' Association to-day appealed to President Roosevelt to negotiate through Congress a new Treaty with China, which, while providing for proper regulation of undesirable immigration, would permit freedom of entry and domicile on the part of Chinese not of the labouring class.

The Association denounces the Chinese Exclusion Act of 1892 as unreasonable, wholly violative of the sacred obligations of the Treaty of 1880, and detrimental to the best interests of the people of the United States. A resolution adopted declares that "as the present foreign outlet for American manufactures, particularly cotton goods, and the market which promises an immense expansion in the near future is in China, it is the sense of this Association that existing laws of the United States excluding Chinese subjects to a class whose immigration is not subjected to restriction by the terms of the Treaty, are harsh, unreasonable, wrongfully violate of the sacred obligations of a Treaty, and are detrimental to the best interests of the people of the United States, and the Association, therefore, earnestly urges upon Congress their repeal, and recommends the negotiation of a new Treaty with China, which, while providing for the proper regulation of undesirable Chinese immigration, shall likewise permit freedom of entry and of domicile upon the Chinese not of the labouring class and with whom the maintenance of friendly relations is of prime importance to the development of the business interests of this country."

THE ACCIDENT IN NAGASAKI HARBOUR.

The *Nagasaki Press* gives the following account of the accident in Nagasaki harbour. On Monday evening the steamer *Minnesota* left the No. 4 Dock of the Mitsui Bussan Dockyard and Engine Works and was moored to the No. 2 buoy, which belongs to the Harbour Office. About 8 p.m. Captain Rider decided to move his vessel to No. 1 buoy, as the *Minnesota* was lying near the floating dock and he feared that the swing of the tide might cause a collision. He accordingly gave the necessary orders. A lighter which was lying alongside, laden with 20 tons of coal was tied to the *Minnesota*. The rope, apparently, was not strong enough for the strain thrown upon it by the movement of the liner, and broke. The motion of the screw capstern the lighter, and about seventy coolies were thrown into the water. Boats were promptly sent to the rescue by the warships in harbour and the Water Police, and in spite of the darkness of the evening, the greater number were rescued.

As far as can be ascertained, the casualties were as follows—Five women drowned (two bodies being picked up on Tuesday morning and three missing), and two men severely and ten women slightly injured by the screw.

We understand that the officers and crew made a collection for the benefit of the families of the victims.

JAPANESE IN SHANGHAI AND THE YANGTSE.

Mr. Odagiri, the Japanese Consul-General at Shanghai, passed through Kobe on July 6th having been summoned to Tokyo. In the course of an interview with a representative of the *Osaka Mainichi*, Mr. Odagiri stated that since the outbreak of the war Japanese residents at Shanghai had greatly increased in number, and there were at present nearly 4,000 in the community, but only a few were men of means. The Japanese population had also increased in cities along the Yangtze. These settlers, however, were mostly school teachers or employees of the Chinese Government, and only a few were business men. Such being the case, the Consul-General did not think Japanese influence was likely to come into conflict with British influence in the Yangtze Valley.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 17th at 12.10 p.m. The barometer continued to fall slowly on the China coast and in Korea. The area of low pressure is, apparently, still lying over the Pacific to the E. of Luzon. Gradients remain slight, and light to moderate variable winds will probably prevail in the Formosa Channel, and moderate N.E. winds over the N. part of the China Sea. Forecast—Light variable winds; fair.



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The greatest danger to the General on the battlefield has to do with the cutting off of food supplies; it means the starvation of his troops, and ultimate disaster. In just the same way, your greatest danger is the failure of the liver and stomach to change your food into nourishment for the blood, bones and flesh.

This is why liver and stomach trouble is so serious; it means that no matter how much you eat, you are being slowly starved; every nerve and organ is being robbed of its proper nourishment; the blood is poor and lacking in richness; the lips and cheeks become pale, the eyes yellow, the expression haggard. You grow thin and weak, feel heavy and listless. These symptoms are the digestive organs cry for help, and Doan's Dinner Pills should be used regularly until every sign of the trouble has gone, otherwise you will be in danger of anemia, constipation, chronic indigestion, biliousness, dyspepsia, and congestion of the liver. Doan's Dinner Pills are made from pure roots and herbs that help the liver, stomach and bowels, restoring a natural action and a healthy digestion of food. This medicine ought to be in every home, and a dose taken at once by anyone who is unwell.

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AN INTERIM DIVIDEND OF \$3.50 per Share for six months ending 30th June 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1905. 1655

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND OF One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED, General Agents for, The West Point Building Co., Ltd. Hongkong, 12th July, 1905. 1656

UNION INSURANCE SOCIETY OF
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NOTICE.

THE CERTIFICATE No. 685 for Share number 2331, on which the sum of \$50 has been paid up, standing in the Register in the name of KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said share will be issued by the Society, and the old certificate will thereupon be held as null and void. By Order of the Board of Directors, C. MONTAGUE EDE, Acting Secretary.

Hongkong, 11th July, 1905. 1644

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THE CHANCELLOR OF THE
EXCHEQUER ON IMPERIAL
CABLES AND RATES.

On June 8th the Chancellor of the Exchequer received at the Treasury a deputation on the subject of the further reduction in the cable rates to India, China, and West Africa. Sir Edward Sassoon, M.P., as chairman of the Telegraphs Committee of the House of Commons, headed the deputation, which included representatives of the Chambers of Commerce at Liverpool, Belfast, Blackburn, Dundee, Newport, Glasgow and London.

Sir Edward Sassoon said that in addition to the members of Parliament there were representatives from the chambers of commerce of Newcastle, Wolverhampton, Leeds, Bradford, and Bradford. For the past two years they had been waiting for the results of a reduction in rates, while a material increase in cable mileage was taking place. The rate to India had been reduced from 4s. 2d. to 3s. 6d., and they wished for a further reduction to 2s. 6d., with a corresponding reduction in the press rate. As to the West African rates, these had been reduced from the ridiculously high figures, but they were still too high, and they compared unfavourably with what our French competitors actually paid. Then the rates to China also required further reduction. Then as to the Pacific cable that had reduced the rates to Asia from Australia from 4s. 10d. to 3s. 6d., a world, and we had now direct communication with the continent of Africa through it. Owing to one of the Australian Governments having taken action adversely to the cable company further advances had been retarded. The cable companies were exceedingly prosperous, and had suffered lately by the general reductions, and the benefits derived by the public from these reductions were immense.

Sir Alfred Jones, Sir John Long, M.P., Sir William Holland, M.P., and Mr. Henniker Heaton, M.P., having supported the arguments for a reduction.

The Chancellor of the Exchequer, in reply, said that Lord Balfour's committee, which sat upon this subject, laid down some general principles which he was certainly inclined to accept. Up to a certain point—that was to say, up to the point at which the line was full—no doubt any increase in the traffic yielded an increased return to the company; and if by reducing the rates one could double the traffic, the transaction might be a very remunerative one not merely to the commercial world, but to the company itself, always provided that there was room for the cables laid for the increased traffic. But there came a point at which there was no longer room for any increased traffic on the cable, and then it was necessary to lay a new cable. This increased traffic might be a nuisance to the company; it was also an expenditure for many years before it made any return. As traffic grew and became sufficient to justify the laying of these new cables, they must be laid, and then it was necessary to follow as a simple action that every increase of traffic meant an increase in profit to the owners of the cable, or was in itself an advantage to them. Lord Balfour's committee pointed out that mere mileage was not a test of what was a fair charge. Some lines of cable or some land lines were peculiarly costly to maintain. They said on the general question with reference to the concession which the Government gave to the cable companies for landing rights in the country, that in our opinion the real function of the concessions is to furnish opportunities of correcting any marked unreasonableness on behalf of the companies. And that was an expression of opinion with which he desired to say that he was in entire agreement; and they recommended that those opportunities should recur with sufficient frequency, and that a moderate term should accordingly be fixed for the currency of the concession, and that the rights should be reviewed, and the conditions which the Government imposed should be revised if necessary. With regard to Indian rates, he rather questioned the figures which Sir Edward Sassoon gave when he spoke of the increase in the traffic. He thought that the figures which he quoted from Appendix C included traffic which was other traffic than that between India and Europe, and traffic, therefore, which did not come under the receipts of the joint purse. The figures were, however, though rather smaller than those which he quoted, sufficiently satisfactory and interesting. The rate per word between Europe and India was reduced from 4s. to 3s. 6d. from March 1, 1902. In the official year 1901-2, during which for 11 months the 4s. rate was in force, the traffic amounted in round thousands to 2,500,000 words. Its value to the joint purse was nearly £385,000. During 1902-3 the number of words was 2,155,000 and the value a little over £310,000. That was to say, that the traffic increased over that of the previous year by 26.44 per cent., the figure given by Sir Edward. In 1903-4 the number of words rose to 3,494,000, with a value of £346,000—nearly £247,000—the traffic having increased over 1901-02 by 49.16 per cent. The figures of 1904-05 were not complete, but it was estimated that the number of words would be a little under 3,900,000, and the value about £384,000. That meant an increase of traffic over 1901-02 of some 55 per cent., but to earn the same revenue as in 1901-02 the telegraph lines had to carry nearly a million and a half words more. Those figures, although not quite as high as those quoted, were, he thought, eminently satisfactory. He must put in a caveat. He did not think that the great increase in traffic was wholly due to the reduction in rates. He thought circumstances in the Far East, in India itself, and in the East had led to an expansion of traffic which would have occurred whether the rate had been maintained or not, and upon the continuance of which perhaps we could hardly count. At the same time, he was very glad to be able to inform the deputation that a meeting of the Cables Joint Purse Committee was held on the 30th of last month. It was there shown that the average yearly value to the joint purse from Indian rates for the three years ending June 30, 1905, was estimated to be just over £332,000. Although this estimate left a certain amount of doubt as to whether the average standard revenue of £332,000 would be made in the time, it was there resolved that the tariff for ordinary messages between Europe and India should be reduced to 2s. 6d. as soon as such tariff should be put into operation, but, at any rate, not later than October 1, 1905. In pursuance, therefore, of the arrangement of 1902, by which in the first instance the rate was reduced from 4s. to 3s. 6d., a further reduction would in the course of the next few months be made from 3s. 6d. to 2s. 6d., and though that would involve, no doubt, a fresh payment on behalf of the Indian Government in pursuance of their guarantee, he hoped and believed that the response of the traffic to the reduction might be sufficient in a short time to relieve them of any additional burden. That was the announcement of the decision of the Joint Purse Committee, which he knew would be acceptable to them and all trading to those parties. (Cheers.)

Sir Edward Sassoon.—Is that irrespective of the traffic between this and October?

The Chancellor of the Exchequer.—Yes.

Sir Edward Sassoon.—Is that an absolute decision?

The Chancellor of the Exchequer.—That is as I understand it, an absolute decision of the committee, the reduction to be brought into operation as soon as they are able to carry it into effect, and they mention not later than October 1 of this year. (Cheers.)

WAR AND INDUSTRIAL
DEVELOPMENT IN
JAPAN.

ASIAN-JAPANESE COMMERCIAL RELATIONS.

A report on Japanese trade in 1904, by Mr. G. Barclay, secretary of the British Legation at Tokyo, published recently by the Foreign Office, is an able and interesting analysis of an important period in the commerce of the country.

Thanks to the long period of cautious trading which followed the economic crisis of 1873-1894, Japan's trade was in a thoroughly healthy condition when war broke out. Since then she has been in almost uninterrupted possession of the command of the neighbouring seas, so that her foreign trade has not suffered serious inconvenience from the enemy's cruisers; and, in addition to this, nature has come to her assistance with very abundant crops, the yield of rice and silk, indeed, being higher than ever before.

Owing to these circumstances Japan has been the strain of the first twelve months of war with a remarkable ease. "Indeed," says Mr. Barclay, "so far the heavy drafts made on the country's capital by loans and increased taxation, the war's high toll on the labour market, and the general dislocation of the native shipping occasioned by the army's transport requirements, do not seem, generally speaking, to have impaired her commercial and industrial activity. Her foreign trade has reached a level not only higher than that of any previous year, but higher than that of any of the previous years. Unquestionably, particular industries have suffered—notably the silk manufacturers for the home market—and the smaller manufacturers and traders have many of them felt the pinch of restricted credit, but the year has passed without any failures of importance. On the other hand, many industries, particularly farming and silk manufactures for the foreign market, as well as those industries which have helped to supply the war's requirements, have enjoyed a period of great prosperity. It has been the policy of the Government to purchase as much as possible in Japan—it has been asserted that 70 per cent. of the war expenditure has been spent at home—and there are many examples of struggling industries which have been built up into successful concerns by the large demands on their capacity. Prices have not risen so much as a consequence as in ordinary times, and the manufacturers have thus been enabled to strengthen their position and to increase both their experience and production, so that we are likely to see Japan emerge from the war with her efficiency in certain branches of industry greatly improved."

FOREIGN TRADE.

Japan's foreign trade, as recorded in the Customs, increased during the past year by £25,565,159, or nearly 17 per cent. Imports increased in value by £5,500,000, or 17 per cent., and exports by over £3,000,000, or 10 per cent.

The items principally contributing to this expansion are, under imports, coal, steamships, rice, petroleum, blankets, wool, woollen yarns, cotton drills and ducks, hides, leather, sugar, machinery, tin plates, and raw cotton—the last-named article, though less in quantity, having been higher in value, and in exports, raw silk and hides. As a result, the value of the exports has been increased by £3,000,000, or 10 per cent. On the other hand, there are decreases in the imports of oil cakes, wheat, indigo, mangle, de laine, shirtings, cotton prints and cotton satens and velvets; and in the exports of coal, tea, copper, waste silk, cotton yarn, and fish oil. Dealing with the distribution of Japan's foreign trade, Mr. Barclay states that the value of imports from the British Empire was 24 per cent. higher than in the previous year, its share in Japan's custom amounting to 41 per cent. of the whole, as against 39 per cent. in 1903. The Empire still maintains second place—Asia holding first—as a customer of Japan, though her share in the total exports has fallen from 23 to 21 per cent.

Having regard to the United Kingdom's position as the principal source of supply for ships, for steam coal and for certain classes of textiles needed for army purposes, it was only to be expected that in 1904 she should have a much larger share in Japan's custom than in ordinary years, and in effect Japan has taken from her 54 per cent. more than in 1903, the value of the increase being £2,681,000, or 48 per cent. of the total increase in the country's imports. With 20 per cent. of the total imports the United Kingdom has resumed her place at the head of the list which she had always held until India passed her in 1903. The principal items contributing to the increase for the year were cotton, blankets, machinery, cotton duck and drills, wool, locomotives, and machinery, rails and fancy cottons, on the other hand, decreased. As a customer of the United Kingdom was somewhat better than in 1903, taking more waste silk, silk manufactures and straw braids. Copper and camphor alone among her staple imports from Japan showed any considerable falling-off.

It is interesting to find that, in spite of the situation in Manchuria, Japan's trade with China has made further substantial progress both in exports and imports.

INTERNATIONAL COMPETITION.
The proportions in which the United States shared in the increases in Japan's total exports and imports were 62 and 21 per cent. respectively, both exports and imports being about 35 per cent. higher than in 1903. As regards exports, the United States has a geographical situation naturally enjoyed by the United States has been accentuated during the war. But though the large increase in Japan's purchases from America is due in great part to exceptional conditions arising out of the war, part of it at least is nothing more than the normal continuation of the gradual increase of America's trade. Germany's share in the total increase in Japan's imports was 3 per cent., Germany's export being more by 7 per cent. than in 1903. In this increase the value of silk, indigo, machinery, locomotives and woollen yarns may be mentioned as the chief contributors; imports of sugar and nails, on the other hand, decreased considerably. Germany's custom in 1904 was of even less value than usual, her imports from Japan showing a shrinkage of over 22 per cent.

DEVELOPMENT OF TEXTILE INDUSTRIES.
Mr. Barclay's observation regarding the strengthening effect which the demand for certain branches of the textile industry applies with special force to the woollen and cotton mills. "For those the year has been so prosperous that several of them have planned important additions to their establishments. Six of them are mentioned as having set up 1,800 new power looms, an addition of nearly 50 per cent. to their present plant. It is very possible that far more than to come the imports of fancy textiles will not be materially affected, but in the cheaper cottons and woollens British manufacturers must be prepared not only for the loss of the Japanese market, but also, what is more important, for keen Japanese competition in China."

The figures for the year illustrating as they do increased imports into this country of certain lines of textiles which Japan is well able to produce in sufficient quantities for normal use herself, must not be taken as any guide for the future.

Owing to the extraordinary needs of the army, the value of blankets and blanket cloth imported rose last year to £275,000, as compared with £17,000 in 1903. The United Kingdom had practically the whole of the trade. A "consumption" tax, or excise duty of 15 per cent. ad valorem, was imposed last year from April 1 on woollens, home made and imported; but British trade at least, Mr. Barclay says, has found in woollens needed for army purposes—the demand for which was, of course, not affected—ample compensation for any diminution the tax may have caused in the public's demand for fancy goods.

106,272 tons of cotton, valued at £7,468,000, were imported as against 181,210 tons at £7,096,000 in 1903, an increase in value but a shrinkage in quantity. The past year has seen no interruption in the constant decline in the foreign yarn trade which has marked recent years. There has been practically no demand for this British staple, except for 164 and 244, which are used for special purposes and the value of the trade, which a few years ago used to average close on £1,000,000, has now fallen to £35,000. With the output of the native mills increasing every year, there is no chance of any substantial revival in the demand for the foreign article.

BRITISH TYPE OF LOCOMOTIVE IN FAVOUR.
The principal features noticeable in the trade in locomotives are a large increase in imports from the United Kingdom—a corresponding decrease from the United States, and a big jump in the imports from Germany.

Hitherto German locomotives have seldom been imported, but in 1903 and 1904 several good orders were taken by German builders, the first deliveries arriving about the end of the year. Quite a number remain to be delivered, and the figures for Germany may be expected to show a further increase during the current year. The decline in American locomotives is probably due to temporary causes; in fact competition from this source for recent orders has hitherto been very keen. Imports from the United Kingdom represent 75 per cent. of the total. It is interesting to note that during the past year the British type of locomotive obtained the preference, and that all the German locomotives and many of those from America, recently imported or still on order, are of British type and standards. So far as price goes, the three countries seem to compete on about equal terms. Germany now requires the longest time for manufacture, while there has been little to choose between the United Kingdom and the United States in this particular.

The figures for machinery and engines for 1904 are satisfactory, and there is no doubt this trade admits of considerable expansion. Japan still requires much machinery for the development of her resources and industries.

"It may be stated here," says Mr. Barclay, "that not only in machinery but in many other articles, the buyer of American goods is better able to estimate the ultimate cost than in the case of British manufacturers. The American maker generally issues priced catalogues, and will state discount in an accompanying letter; his prices are usually for machines packed and delivered on the cars. The American railway company taking charge of the goods will quote a through rate of freight per 100 lbs. from the factory to the port of destination. Given an American catalogue, with the discounts, the weights of the machine and the through rate of freight, it is an easy matter to estimate the laid-down cost. Many British manufacturers will not quote discounts except against specific inquiries. Packing is often an unknown extra. As to the rail and steamer charges, it is difficult to quote charges without a reference home, and thus many an order finds its way to America because the total cost can easily be reckoned and a price quoted without delay."

In metals generally, one important feature of last year's trade lies in the imports from the United States of merchant bars, plates, sheets and tin plates. Hitherto the supplies of these articles came from Europe, but the American Steel Trust has now begun to compete, and though the quantities so far are not large, the important fact remains that a commencement has been made. Years ago not a nail came from the United States; now that country divides the trade with Germany, and it may be that the same results will obtain from their invasion of other branches of the metal trade.

Another important feature of the year under review is the increasing production of Japan. The Imperial Steel Works at Wako, Japan, have begun to supply the market in quantities by these works, while machinery is being ordered for the production of telegraph wire, rivets, bolts, nuts, &c. At present the whole of the production goes to meet Government requirements, but in the near future the importers will find a serious competitor in this establishment. (Commercial Intelligence.)

THE "ST. KILDA" CASE.

The case of the British steamer *St. Kilda*, sunk by the Russian cruiser *Dnieper*, on June 4th, is not free from complications, but it is required to justify the *Dnieper's* action or pay full compensation. In spite of diplomatic action in the *Knights Commander* case last year, compensation has not yet been paid. The facts as outlined by the London Insurance Market correspondent on June 14th, are briefly as follows:—She loaded at Hongkong a cargo for Japan, chiefly consisting of cotton, rice, and jute, and sailed on June 4th. Insurance was effected with Messrs. Bradbury and Co., of Hongkong, and about £11,000 on cotton and rice has been passed on from Hongkong to this market. This sum of £11,000 represents the London interest, as war risk insurances on the hull of the steamer have not been placed here. Both rice and cotton are claimed to be contraband by the Russians—though they have given way to some extent as regards cotton—but we do not recognize either of these commodities as unconditional contraband. The *St. Kilda* was seized on June 4, 50 miles from Hongkong, and sunk on June 5. She was under charter to Messrs. Bradbury and Co., of Hongkong, for a voyage to Kobe and Yokohama, at the time of capture with a warranty that no arms or munitions of war would be carried.

Such business as was done to-day (June 14) in war risks to Japan was at a considerable advance on rates, though anxiety is chiefly confined to vessels east of Singapore. The Russian auxiliary cruiser *Dnieper* is apparently going home after her *St. Kilda* exploit, and the *Kuban* is at Cape St. James, Saigon. There are seven others still to be accounted for, and in addition there is the risk of loss through torpedo mines, which are floating up in the Japan Sea from the sunken Russian warships.

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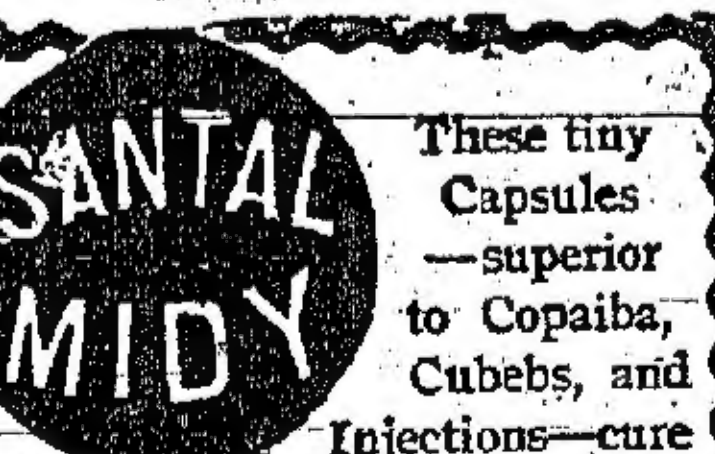
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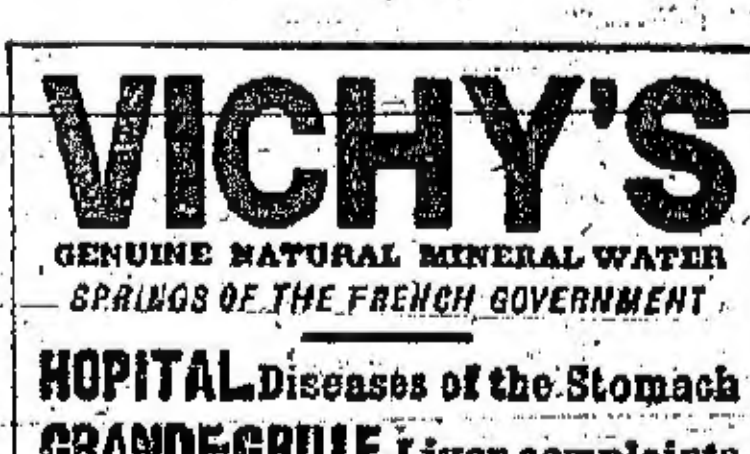
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SHIPPING.

ARRIVALS.
BARALONG, British str., 2,661, G. D. Jenkins, 17th July, Singapore 11th July, General.
—Nippon Yusen Kaisha.
CHOYANG, British str., 1,424, T. W. Selby, 17th July, Shanghai 15th July and Swatow 16th, General. Jardine, Matheson & Co.
GREGORY APUAR, British str., 2,301, Offent, 18th July, Calcutta 1st July, General.
—D. S. Brown & Co.
HUN, French str., 205, Godinau, 17th July, Kwan-chuan 16th July, General. —A. R. Marty.
KIOKIANG, British steamer, 17th July, from Canton.
PITSANULOK, German str., 1,265, C. Fuchs, 17th July, Bangkok via Heliopolis 17th July, General. —Butterfield & Swire.
PRINZ HEINRICH, German str., 6,263, P. Gross, 17th July, Bremen and Singapore 18th July, Mails and General. —Melchers & Co.
YUENANG, British str., 1,128, P. H. Rolfe, 17th July, Manila 14th July, General. —Jardine, Matheson & Co.
ZAFIRO, British str., 1,614, R. Rodger, 17th July, Manila 15th July, General. —Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
17th July.
Baralong, British str., for Nagasaki.
Chihli, British str., for Canton.
Hupoh, British str., for Chefoo.
Lydia, German str., for Shanghai.
Pondich, British str., for Amoy.
Tientsin, British str., for Swatow.

DEPARTURES.
17th July.
BOURDON, French str., for Chefoo.
CHARTEHOUSE, British str., for Amoy.
FRITHOF, Norwegian str., for Swatow.
GERMANIA, German str., for Swatow.
HELEN, German str., for Swatow.
HERMANN MENDEL, German str., for Chefoo.
MANCHE, French str., for Heliopolis.
SILVIA, German transport, for Kioischou.
TIENTAU, German str., for Bangkok.

SHIPPING REPORTS.
The British str. Choyang reports: Light S.W. monsoon, fine and clear.
The British str. Gregory APUAR reports: Fine clear weather with light variable winds.
The British str. Yuenang reports: Light variable winds, fine clear weather and smooth sea.
The British str. Zafiro reports: Light variable winds with smooth sea and fine clear weather till arrival.
The British str. Baralong reports: Fine weather throughout, calm and light S.W. wind. No current experienced.

VESSELS IN DOCK.
17th July.
ABERDEEN DOCKS.—Drifur.
KOWLOON DOCKS.—Transvaal, Humber, Hoching, Bremen, Shewan.
COSMOPOLITAN DOCK.—Mont Blanc.

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Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "TONKIN" 8th Aug.
S.S. "SYDNEY" 22nd Aug.
S.S. "ARMAND BEHIC" 5th Sept.
G. DE CHAMPEAUX, Agent.
Hongkong, 12th July, 1905. [2]

FOR NEW YORK
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Hongkong, 5th July, 1905. [1118]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 20th inst.
LONDON, &c. via PORTS OF CALL.	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.E.	P. & O. S. N. Co.	On 29th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1m	—	BUTTERFIELD & SWIRE	To-day
LONDON, AMSTERDAM & ANTWERP	ASAR	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PARLING	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 29th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP	ANTHON	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 28th Sept.
MARSEILLES, &c. via PORTS OF CALL.	TOURANE	Franch. str.	—	Girard	MESSAGERIES MARITIMES	On 25th inst., at 1 p.m.
BREMEN, via PORTS OF CALL.	SACHSEN	Ger. str.	—	F. v. Lotten-Petersen	MELCHERS & CO.	On 20th inst., at Noon
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-day
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG via STRAITS, &c.	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th Sept.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Ans. str.	—	Tomanovich	SANDER, WIELER & CO.	On 29th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 24th inst.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 20th Aug.
GENOA, MARSEILLES & LIVERPOOL	YANTHOS	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 20th Sept.
NEW YORK via PORTS & SUEZ CANAL	KENNEREC	Brit. str.	—	Dobronz	STANDARD OIL CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	VERONA	Ger. str.	—	—	CARLOWITZ & CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	INDRAVADI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 31st inst.
NEW YORK via PORTS & SUEZ CANAL	ET. HUGH	Brit. str.	—	—	DODWELL & CO., LTD.	About 4th Aug.
NEW YORK via SUEZ CANAL	VANDALLIA	Ger. str.	k.w.	Hesse	HAMBURG-AMERIKA LINIE	Quick despatch.
YANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2m	R. Archibald, R.N.E.	CANADIAN PACIFIC CO.	On 2nd Aug.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHENIAN	Brit. str.	1m	S. Robinson, R.N.E.	CANADIAN PACIFIC CO.	On 9th Aug.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LIMITED	On 20th inst.
PORTLAND, OREGON via SHANGHAI, &c.	MACHOON	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 7th Aug.
AUSTRALIAN PORTS	NUMANTIA	Ger. str.	—	Feldtmann	PORTLAND & ASIATIC S.S. CO.	On 22nd inst., at Daylight
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & CO.	On 25th inst., at Noon
AUSTRALIAN PORTS via MANILA, &c.	TAIYUAN	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 2nd Aug.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MALACCA	Brit. str.	1m	G. W. Babot, R.N.E.	BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA & KOBE	SYLVIAN	Brit. str.	1m	—	BUTTERFIELD & SWIRE	Quick despatch.
JAPAN via SHANGHAI	TILITAF	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	To-day
CHEFOU & NEWCHANG	HUPH	Brit. str.	1m	—	BUTTERFIELD & SWIRE	To-day
TIENTSIN	WOSANG	Brit. str.	1m	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SHANGHAI	KIOKIANG	Brit. str.	1m	—	BUTTERFIELD & SWIRE	To-day
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	PRINZ HEINRICH	Brit. str.	—	P. Gross	MELCHERS & CO.	Quick despatch.
SHANGHAI	TAKANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SHANGHAI via NINGPO	TUNGSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Ans. str.	—	Colledani	SANDER, WIELER & CO.	On 21st inst., P.M.
SHANGHAI	YOHONG	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	COMBO	Brit. str.	—	—	MESSAGERIES MARITIMES	About 24th inst.
FOOCHOW, via SWATOW & AMOY	MAIY	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 27th inst.
JAPAN via SWATOW & AMOY	DAIJI MARU	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at Noon
ANPING via SWATOW & AMOY	PROTEUS	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at 8 A.M.
SWATOW, AMOY & FOOCHOW	PROMISE	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	On 26th inst.
SWATOW, WEIHAIWEI, CHEFOU & TIENTSIN	EMMA LUYKEN	Ger. str.	—	—	DOUGLAS LARSEN & CO.	To-day, at 11 A.M.
MANILA	CHIM	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 21st inst.
MANILA	TAMING	Brit. str.	1m	—	BUTTERFIELD & SWIRE	To-day
MANILA	YUENANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 21st inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 22nd inst., at Noon
CEBU & ILOILO	BOH	Brit. str.	—	A. H. Noley	SHEWAN, TOMES & CO.	On 23rd inst., at Noon
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	1m	—	BUTTERFIELD & SWIRE	To-day, at Noon
SINGAPORE, SOERABAYA & SAMARANG	CHUNANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst., at 3 P.M.

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TAMUI via SWATOW and AMOY	"PROTEUS"	SUNDAY, 23rd July, at 8 A.M.
ANPING via SWATOW and AMOY	"PROMISE"	WEDNESDAY, 26th July

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permits the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central. Hongkong, 18th July, 1905. T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL STEAM-NAVIGATION COMPANY.

FOR	STEAMSHIP	TO SAIL	REMARKS.
LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA	About 20th July	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE	MALACCA	About 21st July	Freight and Passage.
SHANGHAI	MALTA	About 27th July	Freight and Passage.
LONDON, &c.	CHUSAN	Noon, 29th July	See Special Advertisement.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 17th July, 1905. [1]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Thursday, July 20th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

CHEAPEST, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 28th June, 1905. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
"NUMANTIA" 4,370 Tons. Feldtmann. To sail at Daylight on July 22nd, 1905.
"ARABIA" 4,483 Tons. Metzenbach. August 12th, 1905.
"ARAGONIA" 5,198 Tons. Schmidt. September 1st, 1905.
"NICOMEDIA" 4,370 Tons. Wagemann. September 28th, 1905.
Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 14th July, 1905. [18]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMSHIP	SAILING DATE.
SACHSEN	20th July
SCHARNHORST	2nd August
PRINZ HEINRICH	16th August
PRINZ EITEL FRIEDRICH	30th August
PREUSSEN	13th September
BOON	27th September
BATERN	11th October
ZEITEN	25th October
PRINCESS ALICE	8th November
SACHSEN	22nd November
PRINZ REGENT LUITPOLD	6th December
PRINZ HEINRICH	20th December

ON THURSDAY, the 20th day of JULY, 1905, at Noon, the Steamship "SACHSEN," Captain F. v. Lotten-Petersen, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 18th July. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th July. Contents of Packages are subject to No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.
NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 15th July, 1905. [5]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMSHIP	SAILING DATE.
BRISGAVIA (Havre, Antwerp & Hamburg)	On 18th July. Freight.
SITHONIA (Havre, Bremen & Hamburg)	On 19th July. Freight.
ACILIA (Havre & Hamburg)	On 2nd Aug. Freight.
SPEZIA (Havre & Hamburg)	On 14th Aug. Freight.
SAMBIA (Havre & Hamburg)	On 22nd Aug. Freight.
RHENANIA (Havre & Hamburg)	On 6th Sept. Freight & Passengers.
SCANDIA (Havre & Hamburg)	On 20th Sept. Freight & Passengers.
VANDALLIA (New York via Suez)	About beginning of October. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Daily qualified doctor and stewardesses are carried.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING, [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"PRINZ HEINRICH,"
Captain P. Gross, has here with the outward German Mail about MONDAY, the 17th inst., will leave for the above places about 12 1/2 hours after arrival.
NORDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th July, 1905. [15]

DAMPFSCHIFFS-RHEDEREI "UNION"
ACTIEN-GESELLSCHAFT.
FOR NEW YORK.
With Liberty to Call at the Malabar Coast.
THE Steamship
"VERONA,"
Captain Dobronz, will be despatched for the above port on or about TUESDAY, the 25th July.
To be followed by the Steamship
"ALBENGA,"
Captain Peterson, on or about end of August.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 19th June, 1905. [1468]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN,"
Captain H. W. Kenrick, R.N.E., carrying His Majesty's Mails, will be despatched from here for Bombay on SATURDAY, the 23rd July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "China," 7,312 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer preceding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the s.s. "Pavia," due in London on the 10th September, 1905. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
I. S. LEWIS,
Acting Superintendent.
Hongkong, 17th July, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
TRIESTE AND TRIESTE (DIRECT),
Callings: SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUERZ AND PORT SAID.
Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.
THE Company's Steamship
"CHINA,"
Captain "omannich," will be despatched as above on SATURDAY, the 23rd inst., P.M. This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 8th July, 1905. [3]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
via PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
"ST. HUGO" 1905. About 4th Aug. to follow.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 4th July, 1905. [1283]

HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain T. Austin, R.N.E.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.
FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1. Return 3rd Class, Single 50 cents, Return 50 cents. Steamer 10 cents.
Meals can be had on board.
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
2nd Floor, 16, Victor Street.
Hongkong, 7th October, 12 1904.

MAP OF THE SIKANG or WEST RIVER
From Hongkong to Wuchow, Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents Cash.
Hongkong, 1st April, 1897.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL...	"MACHAON"	On 8th August.
GLASGOW and LIVERPOOL...	"OLYMPIOS"	On 9th August.
GLASGOW and LIVERPOOL...	"ODPACK"	On 9th August.
GLASGOW and LIVERPOOL...	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 23rd August.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL...	"JASON"	On 31st August.
GLASGOW and LIVERPOOL...	"TEENKAI"	On 10th September.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 25th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"YANGTZE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	On 7th August.
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"JASON"	On 3rd September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 20th July.
	"NINGCHOW"	On 17th August.

BUTTERFIELD & SWIRE.

AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
CHEFOO and NEWCHANG	"HUPEH"	On 18th July.
MANILA	"TAMING"	On 18th July.
SHANGHAI	"KIUKIANG"	On 18th July.
SWATOW, HAIKOW, CHEFOO, and TIENTSIN	"CHIHU"	On 21st July.
YOKOHAMA and KOBE	"TAIHAN"	On 22nd July.
SHANGHAI	"YOHOW"	On 23rd July.
CEBU and ILOILO	"SUNGKIANG"	On 23rd July.
MANILA, ZAMBOANGA, PORT DAEWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	On 2nd August.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A fully qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

AGENTS. [11]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
S.S. "LOTHIAN"	...	Captain J. C. Williamson.	...	...
S.S. "INDRAVELLI"	...	Captain S. Callington.	...	...
S.S. "COURTFIELD"	...	Captain J. W. Martin.	...	...
S.S. "CRANLEY"	...	Captain W. E. Steele.	...	...
S.S. "IKBAL"	...	Captain M. Robertson.	...	...
S.S. "ASCOT"	...	Captain C. E. Cox.	...	...
S.S. "SIKH"	...	Captain J. Rowley.	...	...
S.S. "INKULA"	...	Captain Dean.	...	...
S.S. "KATHERINE PARK"	...	Captain Copp.	...	...

For Freight, apply to

GIR, LIVINGSTON & CO.,

AGENTS. [13]

Hongkong, 10th February, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest, and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Bodger	Manila.	Sat., 22nd July, Noon.
RUBI	2540	A. H. Nottley	Manila.	Sat., 29th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS. [15]

Hongkong, 17th July, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
S.S. "INDRAWADI"	On 31st July.
S.S. "SIERRA BLANCA"	On 20th September.

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS. [1004]

Hongkong, 17th July, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 18th July, Noon.
SHANGHAI	"TAKSANG"	Tuesday, 18th July, 3 p.m.
TIENTSIN	"WOSANG"	Wednesday, 19th July, 3 p.m.
SHANGHAI VIA NINGPO	"TUNGSHING"	Thursday, 20th July, 3 p.m.
MANILA	"YUENSANG"	Friday, 21st July, 4 p.m.
SINGAPORE, SOORARAYA and	"CHUNSAUNG"	Saturday, 22nd July, 3 p.m.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chofoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS. [15]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. Proposed Sailings from Hongkong (Subject to Alteration).
"EMPEROR OF CHINA" 6,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENIAN" 6,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 2nd Aug.
"EMPEROR OF INDIA" 8,000 Tons Com. E. Bonham, R.N.R. WEDNESDAY, 23rd Aug.
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.
Hongkong to London, 1st Class ... via St. Lawrence £80. via New York £92
Intermediate on Steamers, and 1st Class Rail ... £40. " £42.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
9, Victoria Street

SHIPPING IN PORT.

STEAMERS.	TO SAIL
ALDERSHOT, British str., 1,354, Adam, 24th July—Chinkiang 20th June, General— Doddwell & Co.	
ARDOVA, British str., 2,270, W. L. Smith, 16th July—Mojito 10th July, Coals—Mitsui Bussan Kaisha.	
BANGOR, German str., 1,236, F. Basche, 16th July—Bangkok 9th July, Rice—Butter- field & Swire.	
BEDDOUT, British str., 2,245, H. Sandow, 14th July—Mojito 9th July, Coal—Doddwell & Co. BLACKHEATH, British str., 1,719, W. T. Sher- born, 11th July—Wahau and Chinkiang 7th July, General—Doddwell & Co.	
BRAND, Norwegian str., 1,519, J. Johannessen, 12th July—Chinkiang 6th July, Rice— Chinese.	
CHILL, British str., 1,143, Hoeker, 16th July. Flintin 10th July, General—Butterfield & Swire.	
CHILDA, Norwegian str., 1,102, Arnesen, 9th July—Calcutta 23rd June, Coal—Aagaard, Thoresen & Co.	
CHUNSAUNG, British str., 1,418, R. Cox, 12th July—Pekalonga 3rd July, Sugar— Jardine, Matheson & Co.	
CHONGHAI, British str., 2,868, Milne, 13th July—New York 24th April, Case Oil— Standard Oil Co.	
CREUS, British str., 2,174, J. W. Knox, 14th July—Calcutta 23rd June, Coal—Order.	
DEVAWONGSE, Ger. str., 1,057, Geschen, 14th July—Kochichang 8th July, Rice and Meal—Butterfield & Swire.	
DRUZE, Norwegian str., 1,102, Jens Bing, 17th June—Hamburg 1st May, General— Aagaard, Thoresen & Co.	
EMMA, German str., 1,140, H. Martens, 14th July—Swatow 13th July, General—Douglas Laiprak & Co.	
EVA, Norwegian str., 4,700, Salvesen, 10th July—Cardiff 17th May, Coal—Order.	
GLADSTAY, British str., 1,521, C. Crane, 12th June—Mojito 6th June, Coal—Doddwell & Co.	
HAIKUN, British str., 836, A. J. Robson, 16th July—Tamsai, Amoy and Swatow 15th July, General—Douglas Laiprak & Co.	
HELVIG, German str., 1,236, F. Basche, 16th July—Bangkok 9th July, Rice—Butter- field & Swire.	
JOHANN, German str., 952, Ipland, 10th July—Haiphong 12th July and Hoikow 15th—Rice and General—Jebson & Co.	
KASHING, British str., 1,142, T. W. Pickard, 2nd July—Chefoo 27th June, General— Butterfield & Swire.	
KRENN, British str., 2,091, T. B. Watson, 9th July—Calcutta 22nd June, Coal— Jardine, Matheson & Co.	
KIUKIANG, British str., 1,228, Harris, 14th July—Shanghai 9th July and Amoy 15th, General—Butterfield & Swire.	
KWANGTAN, Chinese str., 1,538, Wm. H. Lum, 14th July—Shanghai 11th July, General— C. M. S. N. Co.	
LAISANG, British str., 3,460, P. M. B. Lake, 9th July—Calcutta 24th June and Singa- pore 4th July, General—Jardine, Matheson & Co.	
MACHOW, German str., 995, Harjes, 12th July. Bangkok 6th July, General—Butterfield & Swire.	
MARIECHEN, German str., 2,521, Georides, 13th July—Saigon 9th July, Ballast—Jebson & Co.	
MERCEDES, British str., 3,300, McGregor, 14th July—Weihaiwei 9th July, Ballast— Order.	
MONSIEUR, American str., 2,750, W. P. S. Porter, 11th July—San Francisco 7th June, Mails and General—P. M. S. S. Co.	
NEWBY HALL, British str., 2,840, Allan Buck, 6th July—Barry 26th May, Coal—Order.	
NORDPOL, Norwegian str., 2,428, Staltz, 23rd June—Kolong (Formosa) 21st June, General—Shepan, Tomes & Co.	
NUMANTIA, German str., 2,501, H. Brehmer, 10th July—Mojito 5th July, General— Portland and Asiatic S.S. Co.	
PRINZ WALDEMAR, German str., 3,227, C. Woltemes, 16th July—Yokohama 5th July, General—Melchers & Co.	
PROKTO, Norwegian str., 838, Larsen, 15th July—Haiphong 12th July and Hoikow 14th, General—A. E. Marty.	

PURDUA, British str., 2,128, C. J. Swanson,
13th July—Singapore 8th July, General—
Jardine, Matheson & Co.

SAINT BEULIEU, British str., 2,400, Barg,
10th July—Newcastle (N.S.W.) 13th June,
Coal—Order.

SAMSEN, German str., 998, F. Rehndorf, 12th
July—Bangkok 6th July, Rice—Melchers
& Co.

SHAWMUT, American str., 6,195, V. Roberts,
16th July—Tamsai and Manila 13th July,
Flour—Doddwell & Co.

TAISHAN, British str., 1,121, J. T. Laing, 12th
July—Hollo 8th July, Sugar—Bradley
& Co.

TAKSANG, British str., 977, McClure, 9th July.
Wahau 5th July, Rice—Jardine, Mathe-
son & Co.

TAMING, British str., 1,350, Osterbridge, 14th
July—Manila 11th July, General—
Butterfield & Swire.

TELEMACHUS, British str., 1,900, J. Williamson,
8th July—Saigon 1st July, General—
Jardine, Matheson & Co.

TELEGRAPH, Dutch str., 2,475, W. Koops, 11th
July—Calcutta 2nd July, General—Java-
China Japan Co.

TUNGSHING, British str., 1,172, Bishard, 10th
July—Wuhu and Chinkiang 6th July,
General—Jardine, Matheson & Co.

WOSANG, British str., 1,127, H. S. Malkin, 12th
July—Tientsin, Chefoo and Swatow 13th
July, General—Jardine, Matheson & Co.

ZAMBERSI, British str., 2,415, Keeney, 12th
July—Calcutta 23rd June, Coal—Jardine,
Matheson & Co.

SAILING SHIPS.

CITY OF BRIMINGHAM, British schooner 590,
J. Watson, 14th May—Crimbsy 26th Mar.
—Order.

TEAVANORE, British ship, 1,900, Chamberlin,
8th June—towed from Harlow Bay by tug
Robert Cooke.

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

AI, ABC 6th Edition, Western Union Codes
used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of
place under.

BRANCH OFFICES—

NAGASAKI, MOJITO, KOBE, KARATSU
AND HANKOW.

AGENTS—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & CO.

CHINKIANG: GEARING & CO.

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CONTRACTORS OF COAL to the Imperial
Japanese Navy and Foreign Navies;
the Imperial Arsenal; the Imperial Railway;
Sanyo, Kinshu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinmei, Namsato and Kami-Yamada
Collieries and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa)
and Yashimochi Coal (Karatsu).

The Head and Branch Offices and the Agen-
cies of the Company will receive any order for
Coal produced from the above Collieries.
Coal sold in 1904 by the Company amounted
to 1,520,000 tons.

TAKASHIMA COAL.

Now and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the East is now produced in abundance and
can be supplied in any quantity.

Hongkong, 15th February, 1905. [1078]

C. LAZARUS & CO., CALCUTTA.

DESIGNERS & MANUFACTURERS OF

HIGH CLASS FURNITURE

BILLIARD TABLE MAKERS.

IMPORTERS OF ARTISTIC WALLPAPERS AND TEXTILE

FABRICS. LARGE STOCKS OF CARPETS AND

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C. LAZARUS & CO., CALCUTTA.

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MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch—
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECKHAM, LONDON, ENGLAND.

Visitors at Hotels.

HONGKONG HOTEL.

Mr. D. C. Alexander. Mr. F. Kerr.

Mr. A. S. Baker. Dr. S. Knaggs.

Mr. & Mrs. J. E. Bing. Mr. A. H. Laing.

Mr. R. J. Birbeck. Dr. Laing.

Mr. S. Bismey. Mr. H. J. C. Large.

Mr. W. S. Bissell. Mr. A. R. Lewis.

Mr. B. K. Blair. Mr. S. L. Lewis.

Mr. & Mrs. S. C. Ho. Mr. A. R. Lucie.

Mr. E. A. Bonner. Mr. D. Macdonald.

Mr. F. G. Brythson. Mr. E. Matz.

Mr. L. Broughall. Mr. & Mrs. E. Maile.

Mr. & Mrs. W. C. Bumer. Miss Manly.

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POST OFFICE NOTICES.

On and after 16th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate of 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 1d. for each half ounce.

These notices, with the French mail of the 23rd June left Singapore on Monday, the 17th inst., at 2 p.m., and may be expected here on or about Monday, the 24th inst. This packet brings replies to letters despatched from Hongkong on the 29th May.

Mails for CANTON, SHANGHAI and WUCHOW are closed on week-days at 7.30 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO, SINGAPORE, KONGKONG, KUNMING, KUNSHAN, WUCHOW and SHANGHAI are closed every week-day at 5 p.m.

Mails for NANTAO, SINGAPORE, KONGKONG, KUNMING, KUNSHAN, WUCHOW and SHANGHAI are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	DATE
Hohow and Haiphong	Tuesday, 18th, 8.00 A.M.
Nagasaki, Kobe and Yokohama	Tuesday, 18th, 10.00 A.M.
Chiofo and Newchwang	Tuesday, 18th, 10.00 A.M.
Swatow, Amoy and Poochow	Tuesday, 18th, 10.00 A.M.
Bangkok	Tuesday, 18th, 10.00 A.M.
Singapore, Penang and Cebu	Tuesday, 18th, 10.00 A.M.

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail.)

Extra Postage 10 cents.

Shanghai

Macao

Shanghai

Manila

Shanghai, Moji, Kobe and Yokohama

Hohow and Haiphong

Quang Chow Wan, Hohow, Pakhoi and Haiphong

Saigon

Tientsin

Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria B.C., and Tacoma

EUROPE, &c., India via Tientsin.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao

Ningpo and Shanghai

Swatow, Wei-hai-wei, Chiofo and Tientsin

Macao

Manila

Kobe, Moji, Kobe, Yokohama and

Portland (Or.)

Macao

Singapore, Sourabaya and Samarang

Yokohama and Kobe

Shanghai

Macao

EUROPE, &c., India via Tientsin.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail.)

Extra Postage 10 cents.

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed punctually at 5 p.m. on Friday, the 25th.

Macao

Ningpo and Shanghai

Swatow, Wei-hai-wei, Chiofo and Tientsin

Macao

Manila

Kobe, Moji, Kobe, Yokohama and

Portland (Or.)

Macao

Singapore, Sourabaya and Samarang

Yokohama and Kobe

Shanghai

Macao

TO-DAY.

Performance by Mr. Sandow and his Pupils, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	17th July
Telegraphic Transfer	1/10
Bank Bills, at demand	1/10
Bank Bills, at 3 months' sight	1/10
Bank Bills, at 6 months' sight	1/10
Credit, at 4 months' sight	1/10
Documentary Bills, at 4 months' sight	1/10
Documentary Bills, at 6 months' sight	1/10
ON PARIS	
Bank Bills, at demand	237
Credit, at 4 months' sight	237
ON GERMANY	
On demand	193
ON NEW YORK	
Bank Bills, at demand	46
Credit, 30 days' sight	46
ON BOMBAY	
Telegraphic Transfer	140
Bank, on demand	141
ON CALCUTTA	
Telegraphic Transfer	140
Bank, on demand	141
ON SHANGHAI	
Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA	
On demand	63
ON NANTAO	
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